

* * * TOP SECRET * * *

MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO
8X6718	INS010	670831	000127	456X18	100006	021238	H04F02	606605

LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0001	U12.6	-01.2	00.0	00.6	000.1	02:12:38	0001	127 45'	027 21'
0002	U12.6	-01.2	00.0	00.6	000.1	02:12:38	0001	127 45'	027 21'
0003	U12.6	-01.2	00.0	00.6	000.1	02:12:38	0001	127 45'	027 21'
0004	U12.6	-01.2	00.0	00.6	000.1	02:12:38	0001	127 45'	027 21'
0005	U12.6	-01.2	00.0	00.6	000.1	02:12:38	0001	127 45'	027 21'
0006	C:0.0	-69.6	-69.6	10.0	4:0.0	03:42:38	0:00	75: 00'	35: 07'
0007	U28.3	00.3	00.2	01.0	064.4	02:12:51	0000	127 45'	027 21'
0008	U28.3	00.3	00.2	01.0	118.4	02:13:00	0000	127 45'	027 21'
0009	U28.3	00.3	00.2	01.0	117.9	02:13:10	0000	127 45'	027 21'
0010	U28.3	00.3	00.2	01.0	117.9	02:13:19	0000	127 45'	027 21'
0011	U00.0	00.0	00.2	02.1	101.9	07:06:03	:127	0:0 16'	84: []
0012	U28.5	01.4	04.9	29.2	217.4	02:45:24	0584	127 16'	026 47'
0013	U28.6	01.3	04.5	29.3	217.4	02:45:30	0584	127 15'	026 46'
0014	U28.6	01.2	04.6	29.3	217.4	02:45:37	0580	127 14'	026 46'
0015	U28.7	01.2	04.4	29.3	217.4	02:45:43	0575	127 14'	026 45'
0016	U28.7	01.2	04.6	29.3	217.4	02:45:49	0571	127 13'	026 44'
0017	U28.7	01.0	04.6	29.2	217.4	02:45:55	0567	127 12'	026 43'
0018	U28.8	01.1	04.6	29.2	218.4	02:46:01	0564	127 12'	026 43'
0019	C28.8	01.0	05.0	29.2	218.4	02:46:17	0561	127 11'	026 42'
0020	C28.8	00.6	05.0	29.3	218.4	02:46:14	0560	10: 00'	028 50'
0021	U28.7	-00.2	06.2	75.6	247.9	03:36:15	1805	116 49'	019 11'
0022	U28.7	-00.6	06.1	75.6	247.9	03:36:24	1805	116 45'	019 09'
0023	U28.7	-00.1	06.1	75.6	247.9	03:36:34	1805	116 40'	019 07'
0024	U28.7	00.5	06.1	75.6	247.9	03:36:43	1806	116 36'	019 06'
0025	U28.7	-00.4	06.2	75.6	247.9	03:36:52	1806	116 31'	019 04'
0026	U28.7	00.4	06.1	75.6	247.9	03:37:01	1808	116 28'	019 02'
0027	U28.7	-00.2	06.3	75.6	247.9	03:37:10	1809	116 22'	019 01'
0028	U28.7	00.1	06.3	75.7	247.9	03:37:19	1811	116 18'	018 59'
0029	U28.7	00.2	06.1	75.7	247.9	03:37:28	1812	116 14'	018 57'
0030	U28.7	-00.3	06.3	75.8	247.9	03:37:38	1814	116 09'	018 55'
0031	U28.7	00.2	06.2	75.8	247.9	03:37:47	1815	116 05'	018 54'
0032	U28.7	00.0	06.4	75.8	247.9	03:37:56	1817	116 00'	018 52'
0033	U28.7	-00.2	06.2	75.9	247.9	03:38:05	1820	115 55'	018 50'
0034	U28.7	-00.3	06.8	76.0	247.9	03:38:14	1822	115 51'	018 48'
0035	U28.7	01.0	06.8	76.2	247.9	03:38:23	1823	115 47'	018 47'
0036	U28.7	00.2	06.6	76.4	247.9	03:38:32	1824	115 42'	018 45'
0037	U28.7	00.2	06.6	76.6	247.9	03:38:42	1825	115 38'	018 43'
0038	U28.7	00.7	06.6	76.9	247.9	03:38:51	1826	115 34'	018 41'
0039	U28.7	00.6	06.6	77.1	247.9	03:39:00	1827	115 29'	018 40'
0040	U28.7	00.4	06.7	77.2	247.9	03:39:09	1827	115 25'	018 38'
0041	U28.7	00.8	06.8	77.4	247.9	03:39:18	1827	115 20'	018 36'
0042	U28.7	00.4	06.8	77.6	247.9	03:39:28	1828	115 15'	018 34'
0043	U28.7	00.9	06.6	77.7	247.9	03:39:37	1827	115 10'	018 33'
0044	U28.7	00.4	06.4	77.8	247.9	03:39:46	1827	115 06'	018 31'
0045	U28.7	00.1	06.4	77.9	247.9	03:39:55	1827	115 01'	018 29'
0046	U28.7	00.2	06.6	77.9	247.9	03:40:04	1826	114 57'	018 27'
0047	U28.7	-00.7	06.7	77.9	247.9	03:40:14	1825	114 52'	018 25'
0048	U28.7	00.6	06.7	78.0	247.9	03:40:23	1825	114 48'	018 24'
0049	U28.7	00.3	06.5	78.0	246.9	03:40:32	1825	114 43'	018 22'
0050	U28.7	00.2	06.4	78.0	247.9	03:40:41	1825	114 39'	018 20'

KADENA
26-21N
127-46W

GOM North

Pipe

Pipe

initial reading

0402.18
0217.38
1449.40
6.02

1755.42

1457.88

0542.33
0714.33

33

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MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO	
LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0051	028.7	00.0	06.6	78.0	246.9	03:40:50	1825	114 34'	018 18'
0052	028.7	00.0	06.6	78.0	247.9	03:40:59	1824	114 31'	018 17'
0053	028.7	00.4	06.4	78.0	246.9	03:41:08	1823	114 25'	018 15'
0054	028.7	-00.2	06.4	78.0	246.9	03:41:18	1822	114 22'	018 13'
0055	028.7	00.4	06.4	78.0	247.9	03:41:27	1821	114 16'	018 11'
0056	028.7	00.3	06.4	78.0	247.9	03:41:36	1820	114 12'	018 09'
0057	028.7	00.7	06.4	78.0	247.9	03:41:45	1819	114 07'	018 08'
0058	028.7	00.2	06.4	78.1	247.9	03:41:54	1818	114 03'	018 06'
0059	028.7	-00.2	06.6	78.1	246.9	03:42:03	1816	113 59'	018 04'
0060	028.7	00.1	06.4	78.1	246.9	03:42:12	1814	113 54'	018 02'
0061	028.7	00.1	06.6	78.1	246.9	03:42:22	1813	113 50'	018 00'
0062	028.7	09.6	06.7	78.1	246.9	03:42:31	1811	113 45'	017 59'
0063	028.7	00.4	06.5	78.1	246.9	03:42:40	1809	113 41'	017 57'
0064	028.7	00.0	06.2	78.1	246.9	03:42:49	1809	113 37'	017 55'
0065	028.7	00.2	06.4	78.0	246.9	03:42:58	1811	113 32'	017 53'
0066	028.7	-00.1	06.7	78.0	246.9	03:43:07	1812	113 29'	017 52'
0067	028.7	-00.3	06.7	78.0	246.9	03:43:16	1813	113 23'	017 50'
0068	028.7	-00.2	06.9	78.0	246.9	03:43:25	1816	113 19'	017 48'
0069	028.7	00.4	06.7	78.1	246.9	03:43:34	1819	113 14'	017 46'
0070	028.7	-00.7	06.5	78.2	246.4	03:43:44	1822	113 10'	017 44'
0071	028.7	02.0	06.5	78.2	247.9	03:43:53	1822	113 06'	017 43'
0072	028.7	00.5	06.5	78.2	246.4	03:44:02	1823	113 01'	017 41'
0073	028.7	00.1	06.3	78.3	246.4	03:44:11	1824	112 57'	017 39'
0074	028.7	00.3	06.5	78.3	246.4	03:44:20	1825	112 52'	017 37'
0075	028.7	-00.1	06.3	78.3	246.4	03:44:29	1825	112 48'	017 35'
0076	028.7	-00.1	06.4	78.2	246.4	03:44:38	1826	112 43'	017 34'
0077	028.7	00.1	06.3	78.2	246.4	03:44:48	1827	112 39'	017 32'
0078	028.7	00.3	06.3	78.2	246.4	03:44:57	1828	112 34'	017 30'
0079	028.7	-00.1	06.3	78.2	246.4	03:45:06	1829	112 31'	017 28'
0080	028.7	00.5	06.3	78.2	246.4	03:45:15	1830	112 25'	017 26'
0081	028.7	00.1	06.5	78.2	246.4	03:45:24	1831	112 22'	017 24'
0082	028.7	-00.4	06.5	78.2	246.4	03:45:33	1832	112 16'	017 23'
0083	028.7	00.0	06.3	78.2	246.4	03:45:42	1833	112 12'	017 21'
0084	028.7	-00.1	06.5	78.2	246.4	03:45:52	1834	112 08'	017 19'
0085	028.7	-00.6	06.5	78.2	246.4	03:46:01	1835	112 03'	017 17'
0086	028.7	-00.2	06.3	78.2	246.4	03:46:10	1836	111 59'	017 15'
0087	028.7	01.0	06.3	78.2	246.4	03:46:19	1836	111 54'	017 13'
0088	028.7	01.0	06.3	78.2	246.4	03:46:28	1836	111 50'	017 11'
0089	028.7	00.9	06.3	78.2	246.4	03:46:37	1836	111 45'	017 10'
0090	028.7	00.8	06.2	78.2	246.4	03:46:47	1836	111 41'	017 08'
0091	028.7	00.1	06.2	78.2	246.4	03:46:56	1836	111 36'	017 06'
0092	028.7	-00.1	06.3	78.2	246.4	03:47:05	1837	111 32'	017 04'
0093	028.7	-00.1	06.2	78.3	246.4	03:47:14	1838	111 28'	017 02'
0094	028.7	-00.1	06.3	78.3	246.4	03:47:23	1839	111 23'	017 00'
0095	028.7	-00.1	06.2	78.3	246.4	03:47:32	1839	111 19'	016 59'
0096	028.7	-00.1	06.4	78.3	246.4	03:47:41	1841	111 14'	016 57'
0097	028.7	00.0	06.2	78.3	246.4	03:47:50	1841	111 10'	016 55'
0098	028.7	00.0	06.4	78.3	246.4	03:47:59	1843	111 05'	016 53'
0099	028.7	00.0	06.3	78.3	246.4	03:48:08	1843	111 01'	016 51'
0100	028.7	11.8	06.1	78.3	246.4	03:48:17	1844	110 57'	016 49'

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MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO
8X6718	INS010	670831	000127	456X18	100006	021238	H04F02	606605

LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0101	028.7	32.3	06.3	78.4	251.9	03:48:26	1844	110 52'	016 48' 15-48N
0102	028.7	30.0	06.3	78.5	254.9	03:48:36	1840	110 48'	016 46'
0103	028.7	29.9	06.3	78.6	258.8	03:48:45	1835	110 43'	016 45'
0104	028.7	31.0	06.3	78.7	261.4	03:48:54	1830	110 38'	016 44'
0105	028.7	30.7	06.0	78.8	264.9	03:49:03	1827	110 34'	016 43'
0106	028.7	30.1	05.8	78.8	267.3	03:49:12	1825	110 29'	016 42'
0107	028.7	29.9	05.8	78.8	270.8	03:49:21	1822	110 25'	016 42'
0108	028.7	30.0	05.9	78.8	274.4	03:49:30	1820	110 19'	016 42'
0109	028.7	30.6	05.8	78.8	276.9	03:49:39	1817	110 14'	016 42'
0110	028.7	29.9	06.0	78.8	280.4	03:49:48	1815	110 10'	016 42'
0111	028.7	30.0	05.8	78.7	283.8	03:49:58	1812	110 05'	016 43'
0112	028.7	29.8	05.8	78.7	286.3	03:50:07	1809	110 00'	016 44'
0113	028.7	29.4	05.5	78.6	289.8	03:50:16	1807	109 56'	016 45' 15-45N
0114	028.7	29.8	05.7	78.6	292.9	03:50:25	1806	109 51'	016 46'
0115	028.7	26.9	05.8	78.5	295.3	03:50:34	1805	109 47'	016 48'
0116	028.7	20.4	05.9	78.4	296.9	03:50:43	1805	109 42'	016 50'
0117	028.7	18.7	05.9	78.3	298.4	03:50:52	1807	109 38'	016 52'
0118	028.7	30.3	05.9	78.4	302.3	03:51:01	1809	109 34'	016 54'
0119	028.7	29.9	05.8	78.4	305.9	03:51:10	1808	109 31'	016 56'
0120	028.7	30.6	06.0	78.4	309.3	03:51:20	1807	109 26'	016 59'
0121	028.7	29.4	05.9	78.5	312.4	03:51:29	1807	109 22'	017 01'
0122	028.7	29.8	05.9	78.6	315.3	03:51:38	1806	109 18'	017 04'
0123	028.7	29.6	05.7	78.6	319.3	03:51:47	1806	109 15'	017 08' 16-08N
0124	028.7	29.5	05.7	78.6	321.4	03:51:56	1804	109 11'	017 11'
0125	028.7	29.9	05.8	78.7	324.9	03:52:05	1804	109 08'	017 14'
0126	028.7	29.7	05.9	78.7	328.0	03:52:14	1802	109 05'	017 18'
0127	028.7	29.5	05.7	78.8	331.0	03:52:24	1802	109 03'	017 22'
0128	028.7	29.6	05.6	78.8	334.0	03:52:33	1802	109 00'	017 26'
0129	028.7	29.6	05.6	78.9	337.0	03:52:42	1801	108 58'	017 29'
0130	028.7	29.1	05.8	78.9	340.5	03:52:51	1801	108 56'	017 34'
0131	028.7	26.5	05.9	78.9	343.0	03:53:00	1802	108 54'	017 38' 16-38N
0132	028.7	28.4	05.7	78.9	345.5	03:53:09	1804	108 52'	017 42'
0133	028.7	29.3	06.0	79.0	349.0	03:53:18	1805	108 51'	017 47'
0134	028.7	24.1	06.2	79.1	351.5	03:53:28	1806	108 50'	017 51'
0135	028.7	12.1	06.4	79.2	351.5	03:53:37	1809	108 49'	017 56'
0136	028.7	06.7	06.2	79.3	352.0	03:53:46	1810	108 48'	018 00'
0137	028.7	04.0	06.2	79.4	351.9	03:53:55	1810	108 47'	018 05'
0138	028.7	03.1	06.2	79.6	351.9	03:54:04	1810	108 46'	018 09'
0139	028.7	02.5	06.4	79.6	351.9	03:54:08	1809	108 46'	018 11' ← Down on
0140	028.6	01.7	06.4	79.7	351.9	03:54:14	1809	108 45'	018 14'
0141	028.7	01.0	06.2	79.7	351.9	03:54:20	1808	108 45'	018 17'
0142	028.9	00.6	06.1	79.8	351.9	03:54:26	1807	108 44'	018 20'
0143	029.0	00.6	06.3	79.8	351.9	03:54:32	1807	108 44'	018 23' 17-23N
0144	029.5	00.4	06.3	79.8	351.9	03:54:38	1806	108 43'	018 26'
0145	031.8	00.2	06.1	79.9	351.9	03:54:44	1806	108 43'	018 29'
0146	033.6	00.4	06.1	79.9	351.9	03:54:49	1805	108 42'	018 32'
0147	035.0	-00.1	06.3	79.9	351.9	03:54:54	1805	108 42'	018 34'
0148	036.0	00.0	06.2	79.9	351.5	03:55:00	1805	108 41'	018 37'
0149	036.8	00.4	06.2	80.0	352.0	03:55:04	1804	108 41'	018 39'
0150	037.5	00.2	06.3	80.0	351.5	03:55:09	1804	108 41'	018 42' 17-42N

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MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO	
080718	INS010	670831	000127	456X18	100006	021238	H04F02	606605	
LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0151	U38.0	00.1	06.3	80.0	351.5	03:55:14	1804	108 40'	018 44'
0152	U38.4	01.1	06.3	80.0	352.0	03:55:19	1803	108 40'	018 46'
0153	U38.8	00.9	06.3	80.0	352.0	03:55:23	1803	108 39'	018 49'
0154	U39.0	00.3	06.1	80.0	352.0	03:55:28	1803	108 39'	018 51'
0155	U39.3	-00.2	06.1	80.0	352.0	03:55:32	1803	108 39'	018 53'
0156	U39.6	-00.6	06.3	80.0	352.0	03:55:37	1803	108 38'	018 55'
0157	U39.8	-00.7	06.3	80.1	352.0	03:55:42	1804	108 38'	018 58'
0158	U39.7	-00.6	06.1	80.1	352.0	03:55:46	1804	108 37'	019 00'
0159	U39.8	-00.7	06.3	80.1	351.5	03:55:50	1804	108 37'	019 02'
0160	U39.8	-00.7	06.1	80.1	351.5	03:55:55	1804	108 37'	019 04'
0161	U39.9	00.2	06.2	80.1	351.5	03:56:00	1803	108 36'	019 07'
0162	U40.0	00.2	06.2	80.2	351.5	03:56:04	1802	108 36'	019 09'
0163	U40.0	00.3	06.2	80.2	351.5	03:56:08	1801	108 35'	019 11'
0164	U40.1	00.3	06.2	80.2	351.5	03:56:13	1800	108 35'	019 13'
0165	U40.1	00.3	06.1	80.2	351.5	03:56:17	1800	108 35'	019 16'
0166	U40.2	00.5	06.1	80.2	351.5	03:56:22	1799	108 34'	019 18'
0167	U40.2	01.1	06.0	80.2	351.5	03:56:26	1798	108 34'	019 20'
0168	U40.2	00.9	06.8	80.0	352.0	03:56:31	1790	108 38'	019 22'
0169	U40.0	19.9	06.0	80.2	352.8	03:56:35	1797	180 38'	019 24'
0170	U40.2	-00.2	05.8	80.2	352.0	03:56:40	1797	108 34'	019 27'
0171	U40.2	-00.2	05.8	80.2	351.5	03:56:44	1797	108 32'	019 29'
0172	U40.2	-00.1	05.8	80.2	351.5	03:56:49	1797	108 32'	019 31'
0173	U03.5	06.2	01.7	18.0	01.9	02:24:48	7:00	57: 00'	01: 00'
0174	U40.2	-29.8	05.5	80.0	347.0	03:57:02	1797	108 31'	019 38'
0175	U40.2	-30.8	05.9	80.0	344.9	03:57:06	1797	108 31'	019 40'
0176	U40.2	-30.3	05.7	80.0	343.4	03:57:11	1796	108 31'	019 42'
0177	U40.2	-30.3	05.9	79.9	341.9	03:57:15	1795	108 29'	019 44'
0178	U40.2	-30.4	05.8	79.9	340.4	03:57:20	1794	108 29'	019 46'
0179	U40.3	-30.7	06.1	79.8	338.5	03:57:24	1793	108 28'	019 48'
0180	U40.3	-29.5	06.4	79.8	336.4	03:57:29	1791	108 28'	019 50'
0181	U40.3	-39.3	06.8	79.8	334.9	03:57:33	1790	108 26'	019 52'
0182	U40.3	-29.2	06.7	79.8	332.4	03:57:38	1790	108 25'	019 55'
0183	U40.3	-29.0	06.8	79.9	330.9	03:57:42	1788	108 25'	019 57'
0184	U40.3	-29.6	06.8	80.0	327.4	03:57:46	1787	108 23'	019 58'
0185	U40.3	-29.5	06.8	80.2	325.9	03:57:56	1784	108 22'	020 02'
0186	U40.3	-29.2	06.8	80.3	324.9	03:58:00	1782	108 19'	020 04'
0187	U40.3	-28.9	06.2	80.4	323.4	03:58:04	1781	108 18'	020 06'
0188	U40.3	-28.9	06.2	80.4	322.4	03:58:09	1780	108 17'	020 08'
0189	U40.3	-28.6	06.0	80.5	320.9	03:58:13	1782	108 16'	020 10'
0190	U40.3	-24.3	06.3	80.5	319.4	03:58:18	1783	108 14'	020 12'
0191	U40.3	-16.9	06.4	80.5	319.4	03:58:22	1785	108 13'	020 13'
0192	C40.3	-11.1	06.5	80.5	319.4	03:58:27	1786	108 11'	020 15'
0193	C40.3	-07.2	07.0	80.5	319.4	03:58:31	1788	108 10'	020 17'
0194	C40.3	-04.9	06.8	80.5	319.4	03:58:36	1789	108 08'	020 18'
0195	C40.3	-03.5	06.8	80.6	319.4	03:58:40	1788	108 07'	020 20'
0196	C40.3	-02.7	06.9	80.6	319.4	03:58:44	1790	108 05'	020 22'
0197	C40.3	-01.7	06.8	80.8	319.4	03:58:49	1791	108 04'	020 23'
0198	C40.3	-01.0	06.1	80.8	319.4	03:58:53	1792	108 02'	020 25'
0199	C40.3	-00.5	06.2	80.8	319.4	03:58:58	1794	108 01'	020 27'
0200	C40.3					03:59:02	1796	107 59'	020 28'

* * * TOP SECRET * * *

MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO	
6X6716	INS010	670831	000127	456X18	100006	021238	H04F02	606605	
LINE	V7H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0201	U40.3	00.2	05.9	80.9	319.4	03:59:11	1802	107 56'	020 32'
0202	U40.3	00.5	05.8	80.9	319.4	03:59:16	1804	107 54'	020 33'
0203	U40.3	00.6	05.8	80.8	319.4	03:59:20	1807	107 53'	020 35'
0204	U40.3	00.7	05.8	80.8	319.4	03:59:24	1810	107 51'	020 37'
0205	U40.3	00.9	06.0	80.7	319.4	03:59:29	1813	107 49'	020 38'
0206	U40.3	00.8	05.8	80.6	319.4	03:59:33	1816	107 48'	020 40'
0207	U40.3	01.3	05.9	80.6	319.4	03:59:38	1819	107 42'	020 42'
0208	U40.3	01.3	05.9	80.5	319.4	03:59:42	1820	107 45'	020 43'
0209	U40.3	01.8	06.1	80.5	319.4	03:59:47	1826	107 43'	020 45'
0210	U40.3	01.1	05.9	80.4	319.4	03:59:51	1829	107 41'	020 47'
0211	U40.3	01.2	05.9	80.4	319.4	03:59:56	1830	107 40'	020 49'
0212	U40.3	02.8	06.1	80.4	319.4	04:00:00	1829	107 38'	020 50'
0213	U40.3	01.9	05.9	80.4	319.4	04:00:04	1829	107 37'	020 52'
0214	U40.3	01.6	05.9	80.4	319.4	04:00:09	1829	107 35'	020 54'
0215	U40.3	01.3	06.0	80.4	319.4	04:00:13	1829	107 34'	020 55'
0216	U40.3	01.2	06.1	80.4	319.4	04:00:18	1829	107 32'	020 57'
0217	U40.4	01.5	06.1	80.4	319.4	04:00:22	1829	107 31'	020 59'
0218	U40.3	01.1	06.1	80.4	319.4	04:00:27	1829	107 29'	021 00'
0219	C76.0	41.0	-93.6	81.0	461.0	05:20:19	00:10	403 L	008 L
0220	U40.3	01.1	06.0	80.4	319.4	04:00:40	1828	107 25'	021 05'
0221	U40.3	01.0	06.0	80.4	320.4	04:00:44	1827	107 22'	021 07'
0222	U40.3	01.0	06.1	80.4	320.4	04:00:49	1826	107 22'	021 09'
0223	U40.4	00.9	06.0	80.4	320.5	04:00:53	1826	107 19'	021 11'
0224	U40.3	01.1	06.1	80.4	320.5	04:00:58	1826	107 18'	021 12'
0225	U40.4	01.1	06.1	80.4	320.4	04:01:02	1825	107 16'	021 14'
0226	U40.3	01.4	05.9	80.4	320.4	04:01:07	1824	107 14'	021 16'
0227	U40.4	01.2	06.0	80.4	320.4	04:01:11	1824	107 13'	021 17'
0228	U40.3	01.0	06.0	80.4	320.4	04:01:16	1823	107 11'	021 19'
0229	U40.4	00.9	05.9	80.4	320.3	04:01:20	1822	107 10'	021 21'
0230	U40.3	00.8	06.1	80.4	320.4	04:01:24	1821	107 08'	021 22'
0231	U40.4	00.9	05.9	80.4	320.4	04:01:29	1821	107 07'	021 24'
0232	U40.3	01.0	06.0	80.4	320.5	04:01:33	1820	107 05'	021 26'
0233	U40.4	00.7	05.9	80.4	320.4	04:01:38	1818	107 04'	021 28'
0234	U40.3	01.1	06.1	80.4	320.3	04:01:42	1818	107 02'	021 29'
0235	U40.4	01.0	06.1	80.4	320.5	04:01:47	1817	107 00'	021 31'
0236	U40.4	00.3	06.1	80.4	320.4	04:01:51	1816	106 59'	021 33'
0237	U40.4	00.2	05.9	80.4	320.9	04:01:56	1816	106 57'	021 34'
0238	U40.4	-00.5	06.1	80.4	320.3	04:02:00	1816	106 56'	021 36'
0239	U40.4	-00.4	05.9	80.4	320.4	04:02:04	1816	106 54'	021 38'
0240	U40.4	-00.3	06.0	80.4	320.3	04:02:09	1816	106 53'	021 39'
0241	U40.4	-00.5	05.9	80.4	320.3	04:02:13	1817	106 51'	021 41'
0242	U40.4	-00.3	05.9	80.4	320.4	04:02:18	1817	106 49'	021 43'
0243	U40.4	-00.5	06.1	80.4	320.4	04:02:22	1817	106 48'	021 45'
0244	U40.4	-00.3	05.9	80.4	320.4	04:02:26	1817	106 46'	021 46'
0245	U40.4	-00.4	06.1	80.4	320.4	04:02:31	1818	106 45'	021 48'
0246	U40.4	-00.7	05.9	80.4	320.4	04:02:36	1819	106 43'	021 50'
0247	U40.4	-00.6	06.1	80.4	320.4	04:02:40	1820	106 42'	021 51'
0248	U40.4	-00.2	06.1	80.4	320.4	04:02:44	1820	106 40'	021 53'
0249	U40.4	-00.2	06.1	80.4	320.4	04:02:49	1822	106 38'	021 55'
0250	U40.4	-00.2	05.9	80.4	320.3	04:02:53	1823	106 37'	021 56'

approx 1st gen

← Cloud, sun?

* * * TOP SECRET * * *

* * * TOP SECRET * * *

MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO	
080718	INS010	670831	000127	456X18	100006	021238	H04F02	606605	
LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0251	U40.4	-00.2	06.1	80.4	320.3	04:02:58	1824	106 35'	021 58'
0252	U40.4	-00.2	06.1	80.4	319.4	04:03:02	1825	106 34'	022 00'
0253	U40.4	00.5	06.2	80.4	319.4	04:03:06	1826	106 32'	022 02'
0254	U40.4	-00.4	06.0	80.4	319.4	04:03:11	1828	106 31'	022 03'
0255	U40.4	00.2	06.0	80.4	319.4	04:03:16	1829	106 29'	022 05'
0256	U40.4	00.6	06.1	80.4	319.4	04:03:20	1830	106 28'	022 07'
0257	U40.4	-00.2	06.0	80.4	319.4	04:03:24	1832	106 26'	022 08'
0258	U40.4	00.0	06.0	80.4	319.4	04:03:29	1832	106 25'	022 10'
0259	U40.4	00.0	06.0	80.4	319.4	04:03:33	1833	106 23'	022 12'
0260	U40.4	00.6	06.2	80.5	319.4	04:03:38	1832	106 19'	022 14'
0261	U40.4	00.8	06.0	80.5	319.4	04:03:42	1832	106 18'	022 15'
0262	U40.4	01.3	06.0	80.5	319.4	04:03:47	1832	106 16'	022 17'
0263	U40.4	01.4	05.9	80.6	319.4	04:03:51	1831	106 16'	022 19'
0264	U40.4	01.1	06.0	80.6	319.4	04:03:55	1830	106 15'	022 20'
0265	U40.4	01.1	05.9	80.6	319.4	04:04:00	1830	106 13'	022 22'
0266	U40.4	02.0	06.1	80.7	319.4	04:04:04	1828	106 11'	022 24'
0267	U40.4	01.5	06.1	80.7	319.4	04:04:09	1827	106 10'	022 25'
0268	U40.4	00.4	05.9	80.7	319.4	04:04:13	1827	106 08'	022 27'
0269	U40.4	-00.1	06.1	80.7	319.4	04:04:18	1827	106 07'	022 29'
0270	U40.4	-00.5	06.1	80.7	319.4	04:04:22	1826	106 05'	022 31'
0271	U40.4	00.1	06.0	80.7	319.4	04:04:26	1826	106 03'	022 32'
0272	U40.4	00.2	05.9	80.7	319.4	04:04:31	1826	106 02'	022 34'
0273	U40.4	00.3	06.1	80.7	319.4	04:04:35	1825	106 00'	022 36'
0274	U40.4	00.2	05.9	80.7	319.4	04:04:40	1825	105 59'	022 37'
0275	U40.4	00.3	06.1	80.7	319.4	04:04:44	1824	105 57'	022 39'
0276	U40.4	00.1	06.1	80.7	319.4	04:04:49	1823	105 55'	022 41'
0277	U40.4	00.1	06.2	80.7	319.4	04:04:53	1823	105 54'	022 42'
0278	U40.4	00.0	05.9	80.7	319.4	04:04:58	1823	105 52'	022 44'
0279	U40.4	00.3	06.1	80.7	319.4	04:05:02	1823	105 51'	022 46'
0280	U40.4	00.6	06.0	80.7	319.4	04:05:06	1823	105 49'	022 48'
0281	U40.4	00.6	06.1	80.7	319.4	04:05:11	1820	105 47'	022 49'
0282	U40.4	00.3	06.1	80.8	319.4	04:05:15	1821	105 46'	022 51'
0283	U40.4	-00.4	06.0	80.8	319.4	04:05:20	1821	105 44'	022 53'
0284	U40.4	-04.0	05.8	80.8	317.1	04:05:24	1821	105 43'	022 54'
0285	U40.4	-18.1	05.6	80.8	315.4	04:05:29	1822	105 41'	022 56'
0286	U40.4	-29.3	05.9	80.8	313.4	04:05:33	1823	105 39'	022 58'
0287	U40.4	-31.0	05.8	80.8	312.4	04:05:38	1822	105 38'	022 59'
0288	U40.4	-30.5	05.9	80.8	310.4	04:05:42	1822	105 36'	023 01'
0289	U40.4	-30.5	05.8	80.8	308.3	04:05:46	1822	105 34'	023 03'
0290	U40.4	-31.4	05.9	80.8	306.9	04:05:51	1822	105 34'	023 04'
0291	U40.4	-30.7	05.8	80.7	305.4	04:05:55	1821	105 31'	023 05'
0292	U40.4	-29.3	05.8	80.7	303.9	04:06:00	1820	105 29'	023 07'
0293	U40.4	-30.0	06.0	80.7	302.3	04:06:04	1820	105 28'	023 08'
0294	U40.4	-30.0	06.1	80.7	300.4	04:06:08	1818	105 25'	023 10'
0295	U40.4	-29.6	05.9	80.7	299.4	04:06:13	1817	105 23'	023 11'
0296	U40.4	-29.6	05.9	80.6	297.9	04:06:17	1816	105 22'	023 12'
0297	U40.4	-29.6	05.9	80.6	296.3	04:06:22	1814	105 19'	023 13'
0298	U40.4	-29.8	06.1	80.6	294.8	04:06:26	1813	105 17'	023 14'
0299	U40.4	-29.4	05.9	80.6	293.3	04:06:31	1811	105 15'	023 15'
0300	U40.4	-29.5	05.9	80.6		04:06:35	1810	105 12'	023 16'

Sanitized Copy Approved for Release 2009/12/09 : CIA-RDP69B00041R000600060001-6
* * * TOP SECRET * * *

MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO	
BX6718	INS010	670831	000127	456X18	100006	021238	H04F02	606605	
LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0301	U40.4	-29.6	06.1	80.6	291.4	04:06:40	1808	105 10'	023 17'
0302	U40.4	-29.5	06.1	80.6	290.4	04:06:44	1806	105 08'	023 18'
0303	U40.4	-29.3	06.1	80.6	288.3	04:06:48	1805	105 06'	023 19'
0304	U40.4	-28.7	06.0	80.6	287.8	04:06:53	1804	105 04'	023 20'
0305	U40.4	-28.8	05.9	80.6	285.8	04:06:57	1803	105 01'	023 21'
0306	U40.4	-29.0	06.1	80.5	284.3	04:07:02	1803	104 59'	023 21'
0307	U40.4	-28.8	05.9	80.5	283.4	04:07:06	1802	104 57'	023 22'
0308	U40.4	-29.0	06.1	80.4	281.3	04:07:11	1802	104 54'	023 23'
0309	U40.4	-28.9	05.8	80.5	279.9	04:07:15	1801	104 52'	023 23'
0310	U40.4	-29.2	06.1	80.4	278.8	04:07:20	1801	104 50'	023 23'
0311	U40.4	-29.0	05.9	80.4	277.3	04:07:24	1800	104 47'	023 24'
0312	U40.4	-29.3	06.1	80.4	275.8	04:07:28	1799	104 45'	023 24'
0313	U40.4	-29.1	05.9	80.4	274.4	04:07:33	1799	104 43'	023 24'
0314	U40.4	-27.1	06.1	80.4	272.8	04:07:37	1799	104 40'	023 25'
0315	U40.4	-24.0	06.2	80.4	271.8	04:07:42	1799	104 38'	023 25'
0316	U40.4	-20.9	06.1	80.3	271.4	04:07:46	1800	104 35'	023 25'
0317	U40.4	-27.5	05.8	80.3	269.9	04:07:51	1800	104 34'	023 25'
0318	U40.4	-29.7	06.0	80.3	267.9	04:07:55	1801	104 31'	023 25'
0319	U40.4	-29.6	06.0	80.3	265.9	04:08:00	1801	104 29'	023 25'
0320	U40.4	-29.4	05.9	80.3	264.9	04:08:04	1800	104 26'	023 25'
0321	U40.4	-29.6	06.1	80.3	263.4	04:08:08	1800	104 25'	023 25'
0322	U40.4	-29.5	05.9	80.3	261.4	04:08:13	1800	104 22'	023 25'
0323	U40.4	-29.6	06.0	80.2	259.9	04:08:17	1799	104 19'	023 24'
0324	U40.4	-29.5	05.9	80.2	258.4	04:08:22	1799	104 16'	023 24'
0325	U40.4	-29.3	05.9	80.2	256.9	04:08:26	1799	104 14'	023 24'
0326	U40.4	-29.5	06.1	80.2	254.0	04:08:31	1798	104 12'	023 23'
0327	U40.4	-29.4	06.0	80.2	253.9	04:08:35	1798	104 09'	023 23'
0328	U40.4	-29.1	05.9	80.2	252.4	04:08:40	1798	104 07'	023 22'
0329	U40.4	-29.5	06.1	80.1	250.4	04:08:44	1798	104 05'	023 22'
0330	U40.4	-29.4	05.9	80.1	249.4	04:08:48	1797	104 02'	023 21'
0331	U40.4	-29.2	05.9	80.1	247.9	04:08:53	1797	104 00'	023 20'
0332	U40.4	-29.4	06.1	80.1	245.8	04:08:57	1797	103 58'	023 20'
0333	U40.4	-39.2	05.9	80.1	244.9	04:09:02	1797	103 56'	023 19'
0334	U40.4	-29.4	06.1	80.1	243.4	04:09:06	1797	103 53'	023 18'
0335	U40.4	-29.0	05.8	80.0	241.3	04:09:10	1797	103 51'	023 17'
0336	U40.4	-29.2	06.1	80.0	240.4	04:09:15	1796	103 49'	023 16'
0337	U40.4	-29.0	05.9	80.0	239.0	04:09:19	1796	103 47'	023 15'
0338	U40.4	-29.4	06.1	80.0	236.0	04:09:24	1795	103 45'	023 14'
0339	U40.4	-29.3	05.9	80.0	235.9	04:09:28	1795	103 43'	023 13'
0340	U40.4	-29.0	05.9	80.0	233.9	04:09:33	1794	103 41'	023 12'
0341	U40.4	-29.2	05.9	80.0	232.4	04:09:37	1793	103 39'	023 10'
0342	U40.4	-29.2	06.0	80.0	231.4	04:09:42	1793	103 37'	023 09'
0343	U40.4	-29.3	05.8	80.0	229.3	04:09:46	1793	103 35'	023 08'
0344	U40.4	-29.3	05.9	79.9	228.9	04:09:50	1792	103 34'	023 06'
0345	U40.4	-29.3	05.7	79.9	226.9	04:09:55	1792	103 31'	023 05'
0346	U40.4	-29.6	05.8	79.8	225.4	04:09:59	1792	103 31'	023 04'
0347	U40.4	-29.3	05.8	79.8	223.3	04:10:04	1793	103 29'	023 02'
0348	U40.4	-29.2	05.7	79.8	222.4	04:10:08	1793	103 26'	023 01'
0349	U40.4	-29.2	05.7	79.7	220.3	04:10:13	1793	103 25'	022 59'
0350	U40.4	-29.3	05.8	79.7	219.8	04:10:17	1793	103 23'	022 58'

* * * TOP SECRET * * *

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* * * TOP SECRET * * *

MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO	
8X6716	INS010	670831	000127	4S6X18	100006	021238	H04F02	606605	
LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0351	U40.4	-29.3	06.0	79.6	217.4	04:10:22	1793	103 22'	022 56'
0352	U40.4	-29.1	05.7	79.6	216.5	04:10:26	1792	103 20'	022 54'
0353	U40.4	-29.5	05.6	79.6	215.8	04:10:30	1793	103 18'	022 52'
0354	U40.4	-24.7	05.9	79.5	213.4	04:10:35	1793	103 17'	022 51'
0355	U40.4	-16.0	06.1	79.5	212.3	04:10:39	1794	103 15'	022 49'
0356	U40.4	-09.9	05.8	79.4	212.3	04:10:44	1796	103 14'	022 47'
0357	U40.4	-06.0	06.0	79.4	213.4	04:10:48	1798	103 12'	022 45'
0358	U40.4	-03.9	05.8	79.4	212.3	04:10:52	1799	103 11'	022 43'
0359	U40.4	-02.2	06.0	79.5	212.4	04:10:57	1800	103 10'	022 41'
0360	U40.4	-00.7	05.6	79.5	213.4	04:11:01	1800	103 09'	022 40'
0361	U40.4	00.0	05.2	79.5	212.3	04:11:06	1802	103 07'	022 38'
0362	U40.4	00.6	05.2	79.5	212.4	04:11:10	1803	103 06'	022 36'
0363	U40.4	00.9	05.2	79.4	213.4	04:11:15	1806	103 05'	022 34'
0364	U40.4	01.6	05.1	79.4	213.4	04:11:19	1808	103 03'	022 32'
0365	U40.4	01.9	05.2	79.3	213.4	04:11:24	1809	103 02'	022 30'
0366	U40.4	01.6	05.3	79.2	212.3	04:11:28	1812	103 01'	022 28'
0367	U40.4	02.1	05.1	79.2	213.4	04:11:32	1814	102 59'	022 27'
0368	U40.4	02.5	05.3	79.1	213.4	04:11:37	1816	102 58'	022 25'
0369	U40.4	02.4	05.1	79.0	213.4	04:11:41	1818	102 57'	022 23'
0370	U40.4	02.6	05.1	78.9	213.4	04:11:46	1829	102 55'	022 21'
0371	U40.4	02.6	05.3	78.8	213.9	04:11:50	1821	102 54'	022 19'
0372	U40.4	02.1	05.3	78.8	213.4	04:11:55	1822	102 53'	022 17'
0373	U40.4	02.4	05.1	78.7	213.4	04:11:59	1824	102 51'	022 15'
0374	U40.4	02.3	05.3	78.6	213.9	04:12:04	1825	102 50'	022 14'
0375	U40.4	02.2	05.3	78.6	213.9	04:12:08	1826	102 48'	022 12'
0376	U40.4	02.3	05.2	78.6	213.9	04:12:12	1827	102 47'	022 10'
0377	U40.4	01.8	05.1	78.5	213.9	04:12:17	1828	102 46'	022 08'
0378	U40.4	02.0	05.3	78.5	213.9	04:12:21	1830	102 44'	022 06'
0379	U40.4	01.9	05.3	78.4	213.9	04:12:26	1831	102 43'	022 04'
0380	U40.4	02.1	05.1	78.4	213.9	04:12:30	1832	102 42'	022 02'
0381	U40.4	02.0	05.2	78.4	213.9	04:12:34	1833	102 40'	022 01'
0382	U40.4	01.2	05.2	78.4	213.9	04:12:39	1834	102 39'	021 59'
0383	U40.5	01.5	05.1	78.3	213.9	04:12:43	1834	102 37'	021 58'
0384	U40.5	01.6	05.3	78.3	213.9	04:12:48	1834	102 36'	021 55'
0385	U40.5	01.4	05.3	78.3	213.9	04:12:52	1833	102 35'	021 53'
0386	U40.5	01.3	05.1	78.2	214.9	04:12:56	1833	102 34'	021 51'
0387	U40.5	01.3	05.1	78.2	213.9	04:13:01	1832	102 32'	021 49'
0388	U40.5	01.2	05.1	78.2	214.9	04:13:05	1832	102 31'	021 48'
0389	U40.5	01.1	05.2	78.2	214.9	04:13:10	1832	102 29'	021 46'
0390	U40.5	01.1	05.3	78.2	214.9	04:13:14	1831	102 29'	021 44'
0391	U40.5	01.1	05.1	78.2	214.9	04:13:19	1831	102 26'	021 42'
0392	U40.5	01.2	05.2	78.2	214.9	04:13:23	1831	102 25'	021 40'
0393	U40.5	01.1	05.2	78.2	214.9	04:13:28	1830	102 25'	021 38'
0394	U40.5	01.0	05.1	78.2	214.9	04:13:32	1830	102 22'	021 36'
0395	U40.5	01.3	05.2	78.2	214.9	04:13:36	1821	102 22'	021 35'
0396	U40.5	01.0	05.1	78.1	214.9	04:13:41	1811	102 19'	021 33'
0397	U40.5	00.6	05.1	78.1	214.9	04:13:45	1802	102 18'	021 31'
0398	U40.5	00.5	05.2	78.0	214.9	04:13:50	1793	102 17'	021 29'
0399	U40.5	00.3	05.2	78.0	214.9	04:13:54	1783	102 15'	021 27'
0400	U40.5	00.4	05.2	78.0	214.9	04:13:59	1774	102 14'	021 26'

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MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO	
8X6718	INS010	670831	600127	456X18	100006	021238	H04F02	606605	
LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0401	040.5	00.2	05.2	77.9	214.9	04:14:03	1764	102 13'	021 24'
0402	040.5	00.1	05.2	77.9	214.9	04:14:07	1755	102 11'	021 22'
0403	040.5	00.0	05.2	77.8	214.9	04:14:12	1746	102 10'	021 20'
0404	040.5	-00.1	04.9	77.8	214.9	04:14:16	1737	102 08'	021 19'
0405	040.5	00.0	04.8	77.7	214.9	04:14:21	1729	102 07'	021 17'
0406	040.5	-00.1	04.8	77.6	214.9	04:14:25	1720	102 06'	021 15'
0407	040.5	00.0	04.9	77.5	214.9	04:14:30	1712	102 05'	021 13'
0408	040.5	-00.2	04.9	77.4	214.9	04:14:34	1703	102 03'	021 12'
0409	040.5	-00.4	04.9	77.2	214.9	04:14:38	1695	102 02'	021 10'
0410	028.9	00.3	10.0	39.5	108.5	17:01:54	0536	100 10'	014 51'
0411	028.9	00.3	10.1	39.9	108.5	04:55:24	0532	100 11'	014 51'
0412	028.9	00.5	08.9	40.4	108.5	04:55:33	0529	100 12'	014 50'
0413	028.9	01.2	05.1	40.6	108.5	04:55:42	0532	100 14'	014 50'
0414	028.9	00.4	01.2	40.1	108.5	04:55:51	0547	100 15'	014 49'
0415	028.9	00.8	-00.8	39.0	108.5	04:56:00	0562	100 16'	014 49'
0416	028.9	01.2	-04.0	38.5	108.5	04:56:09	0563	100 18'	014 48'
0417	028.9	01.2	-06.4	36.7	109.4	04:56:18	0611	100 19'	014 48'
0418	028.9	01.0	-07.6	34.5	109.9	04:56:28	0645	100 21'	014 47'
0419	028.9	00.3	-05.5	32.5	109.9	04:56:37	0684	100 23'	014 46'
0420	028.9	00.2	-02.3	31.0	109.9	04:56:46	0717	100 24'	014 46'
0421	028.9	-00.1	01.3	30.0	109.9	04:56:55	0738	100 26'	014 45'
0422	028.9	00.6	02.9	29.6	109.9	04:57:04	0751	100 28'	014 44'
0423	028.9	00.7	04.1	29.6	109.9	04:57:14	0760	100 30'	014 44'
0424	028.9	00.3	05.9	29.8	109.9	04:57:23	0765	100 32'	014 43'
0425	028.9	00.5	04.8	30.2	109.9	04:57:32	0770	100 33'	014 42'
0426	028.9	00.1	05.4	30.4	109.9	04:57:41	0777	100 35'	014 41'
0427	028.9	00.6	05.5	30.8	109.9	04:57:50	0784	100 37'	014 41'
0428	028.9	00.3	06.2	31.2	109.9	04:58:00	0790	100 39'	014 40'
0429	028.9	00.4	06.5	31.7	109.9	04:58:09	0796	100 41'	014 39'
0430	028.9	00.4	06.7	32.2	109.9	04:58:18	0801	100 43'	014 39'
0431	028.9	00.6	06.4	32.9	109.9	04:58:27	0807	100 45'	014 38'
0432	028.9	00.4	07.0	33.5	110.3	04:58:36	0815	100 47'	014 37'
0433	028.9	00.6	07.2	34.2	109.9	04:58:46	0821	100 49'	014 36'
0434	028.9	00.5	06.7	34.8	109.9	04:58:55	0829	100 51'	014 36'
0435	028.9	00.3	07.0	35.5	109.9	04:59:04	0838	100 53'	014 35'
0436	028.9	00.7	06.8	36.2	109.9	04:59:13	0847	100 55'	014 34'
0437	028.9	00.7	06.8	36.8	109.9	04:59:22	0858	100 57'	014 33'
0438	028.9	00.5	07.1	37.4	109.9	04:59:31	0868	100 59'	014 32'
0439	028.9	00.6	07.5	38.2	109.9	04:59:40	0880	101 01'	014 32'
0440	028.9	00.6	08.1	39.0	109.9	04:59:50	0890	101 04'	014 31'
0441	028.9	01.1	08.2	40.0	109.9	04:59:59	0900	101 06'	014 30'
0442	028.9	-00.2	08.8	41.0	109.9	05:00:08	0910	101 08'	014 29'
0443	028.9	00.9	09.4	42.2	109.9	05:00:17	0920	101 10'	014 28'
0444	028.9	00.9	08.1	43.4	109.9	05:00:26	0934	101 12'	014 27'
0445	028.9	00.3	07.7	44.5	109.9	05:00:36	0948	101 15'	014 26'
0446	028.9	00.8	07.6	45.4	109.9	05:00:45	0964	101 17'	014 26'
0447	028.9	00.5	08.0	46.4	109.9	05:00:54	0981	101 19'	014 25'
0448	028.9	00.8	07.6	47.4	109.9	05:01:03	0999	101 22'	014 24'
0449	028.9	00.6	07.6	48.4	109.9	05:01:12	1020	101 24'	014 23'
0450	028.9	00.4	08.3	49.4	109.9	05:01:21	1039	101 27'	014 22'

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MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO
0451	028.9	00.5	08.2	50.6	109.9	05:01:30	1060	101 29'
0452	028.9	00.7	07.3	51.9	111.0	05:01:40	1082	101 32'
0453	028.9	01.1	06.1	52.8	111.0	05:01:49	1109	101 35'
0454	028.9	01.1	05.5	53.5	111.5	05:01:58	1133	101 37'
0455	028.9	01.0	05.5	53.9	111.5	05:02:07	1160	101 40'
0456	028.9	00.4	05.5	54.3	111.5	05:02:16	1185	101 43'
0457	028.9	00.6	06.0	54.7	111.5	05:02:25	1210	101 46'
0458	028.9	00.8	06.5	55.2	111.0	05:02:34	1235	101 49'
0459	028.9	00.8	06.2	55.9	110.0	05:02:44	1259	101 52'
0460	028.9	00.8	06.7	56.6	110.0	05:02:53	1281	101 55'
0461	028.9	00.6	07.0	57.5	110.0	05:03:02	1302	101 58'
0462	028.9	02.0	06.2	58.4	111.0	05:03:11	1320	102 01'
0463	028.9	00.5	05.3	58.9	111.5	05:03:20	1344	102 04'
0464	028.9	00.4	06.0	59.3	111.5	05:03:30	1363	102 08'
0465	028.9	00.6	07.2	59.9	111.5	05:03:39	1379	102 11'
0466	028.9	-00.6	06.8	60.7	111.5	05:03:48	1394	102 16'
0467	028.9	00.2	05.3	61.6	111.5	05:03:57	1410	102 18'
0468	028.9	00.0	05.9	62.0	111.5	05:04:06	1426	102 21'
0469	028.9	00.0	05.3	62.4	111.5	05:04:15	1441	102 25'
0470	028.9	00.4	06.2	62.7	111.5	05:04:24	1450	102 28'
0471	028.9	00.1	06.2	63.1	111.5	05:04:33	1468	102 32'
0472	028.9	00.3	05.8	63.6	111.5	05:04:42	1482	102 35'
0473	028.9	00.0	06.1	64.1	111.5	05:04:52	1495	102 39'
0474	028.9	00.4	06.2	64.6	111.5	05:05:01	1507	102 43'
0475	028.9	00.3	06.2	65.0	111.5	05:05:10	1519	102 46'
0476	028.9	00.2	06.8	65.5	111.5	05:05:19	1529	102 50'
0477	028.9	00.3	06.2	66.0	111.5	05:05:28	1539	102 54'
0478	028.9	00.3	06.0	66.4	111.5	05:05:37	1549	102 57'
0479	028.9	-00.1	04.7	66.8	111.5	05:05:46	1559	103 01'
0480	028.9	-00.1	05.5	67.0	111.5	05:05:56	1569	103 05'
0481	028.9	-00.3	05.5	67.1	111.5	05:06:05	1579	103 09'
0482	028.9	00.0	06.0	67.3	111.5	05:06:14	1589	103 13'
0483	028.9	-00.4	06.0	67.7	111.4	05:06:23	1599	103 16'
0484	028.9	-00.4	07.4	68.2	111.4	05:06:32	1609	103 20'
0485	028.9	-00.3	06.3	68.8	111.4	05:06:42	1616	103 24'
0486	028.9	-00.4	06.6	69.6	111.4	05:06:51	1627	103 28'
0487	028.9	00.0	04.9	69.9	112.0	05:07:00	1638	103 32'
0488	028.9	-00.4	04.8	70.0	112.0	05:07:09	1652	103 36'
0489	028.9	-00.5	06.1	70.0	111.4	05:07:18	1665	103 40'
0490	028.9	-00.2	06.9	70.2	111.5	05:07:27	1677	103 44'
0491	028.9	00.1	06.4	70.6	111.5	05:07:36	1689	103 48'
0492	028.9	00.2	05.2	71.0	112.0	05:07:46	1701	103 52'
0493	028.9	-00.6	05.8	71.3	112.0	05:07:55	1714	103 56'
0494	028.9	-00.6	06.2	71.4	112.0	05:08:04	1728	104 00'
0495	028.9	-01.0	07.1	71.8	112.0	05:08:13	1739	104 05'
0496	028.9	00.1	07.0	72.2	112.0	05:08:22	1742	104 09'
0497	028.9	01.1	07.0	72.8	112.0	05:08:31	1743	104 13'
0498	028.9	01.0	06.9	73.4	112.0	05:08:40	1744	104 17'
0499	028.9	00.1	07.1	74.1	113.0	05:08:50	1747	104 21'
0500	028.9	-00.7	07.2	74.7	111.9	05:08:59	1747	104 26'

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LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0501	028.9	00.8	06.6	75.1	111.9	05:09:08	1748	104 30'	013 10'
0502	028.9	-00.1	06.4	75.5	111.9	05:09:17	1749	104 34'	013 08'
0503	028.9	00.4	06.2	75.6	111.9	05:09:26	1750	104 38'	013 06'
0504	028.9	00.1	06.2	75.7	111.4	05:09:36	1751	104 43'	013 05'
0505	028.9	00.4	06.2	75.8	111.4	05:09:45	1752	104 47'	013 03'
0506	028.9	00.6	06.0	75.8	112.0	05:09:54	1752	104 51'	013 01'
0507	028.9	00.8	06.2	75.7	112.0	05:10:03	1753	104 55'	013 00'
0508	028.9	00.7	06.0	75.7	112.0	05:10:12	1753	104 59'	012 58'
0509	028.9	00.5	06.0	75.7	112.0	05:10:21	1753	105 04'	012 56'
0510	028.9	00.7	06.2	75.7	112.0	05:10:30	1754	105 08'	012 55'
0511	028.9	00.2	06.0	75.7	112.0	05:10:40	1754	105 12'	012 53'
0512	028.9	00.4	06.2	75.7	112.0	05:10:48	1753	105 16'	012 51'
0513	028.9	00.2	06.2	75.7	112.0	05:10:58	1752	105 20'	012 50'
0514	028.9	-13.1	06.0	75.7	111.4	05:11:07	1750	105 24'	012 48'
0515	028.9	-31.2	06.1	75.8	105.8	05:11:16	1748	105 29'	012 46'
0516	028.9	-30.6	05.9	75.8	102.9	05:11:25	1742	105 33'	012 45'
0517	028.9	-28.9	05.8	75.8	026.9	05:15:13	1770	107 09'	013 25'
0518	028.9	-29.6	05.8	75.8	023.5	05:15:22	1772	107 11'	013 29'
0519	028.9	-30.2	06.0	75.9	019.0	05:15:32	1775	107 13'	013 33'
0520	028.9	-30.3	05.8	75.9	017.4	05:15:41	1776	107 15'	013 37'
0521	028.9	-25.8	05.9	76.0	014.4	05:15:50	1777	107 16'	013 41'
0522	028.9	-28.7	05.5	75.9	011.4	05:15:59	1779	107 18'	013 46'
0523	028.9	-29.1	05.4	75.9	008.6	05:16:08	1781	107 19'	013 50'
0524	028.9	-29.6	05.7	75.9	005.3	05:16:17	1783	107 19'	013 55'
0525	028.9	-28.8	05.7	75.8	001.9	05:16:26	1782	107 20'	013 59'
0526	028.9	-27.8	05.7	75.7	059.9	05:16:36	1782	107 20'	014 04'
0527	028.9	-28.5	05.7	75.6	356.5	05:16:45	1783	107 20'	014 08'
0528	028.9	-29.1	05.6	75.6	353.4	05:16:54	1783	107 20'	014 13'
0529	028.9	-29.0	05.9	75.6	350.5	05:17:03	1784	107 19'	014 17'
0530	028.9	-29.3	05.7	75.5	347.0	05:17:12	1785	107 19'	014 22'
0531	028.9	-28.7	06.0	75.5	343.9	05:17:21	1786	107 18'	014 26'
0532	028.9	-28.9	06.1	75.5	340.9	05:17:30	1787	107 16'	014 31'
0533	028.9	-28.9	06.1	75.6	337.9	05:17:40	1787	107 15'	014 35'
0534	028.9	-28.2	05.9	75.6	334.9	05:17:49	1788	107 13'	014 39'
0535	028.9	-28.4	05.9	75.7	331.6	05:17:58	1789	107 11'	014 44'
0536	028.9	-28.7	05.9	75.8	328.9	05:18:07	1789	107 09'	014 48'
0537	028.9	-28.5	06.1	75.8	325.9	05:18:16	1789	107 07'	014 52'
0538	028.9	-29.0	05.7	75.8	322.6	05:18:26	1791	107 04'	014 55'
0539	028.9	-29.4	05.7	75.8	319.4	05:18:35	1796	107 01'	014 59'
0540	028.9	-30.4	05.7	75.7	316.4	05:18:44	1802	106 58'	015 03'
0541	028.9	-24.4	05.8	75.6	313.4	05:18:53	1805	106 55'	015 06'
0542	028.9	-05.6	06.4	75.6	313.4	05:19:02	1803	106 52'	015 09'
0543	028.9	-01.1	06.5	75.6	314.0	05:19:07	1803	106 50'	015 11'
0544	028.9	00.9	06.5	75.6	314.0	05:19:12	1802	106 48'	015 13'
0545	028.7	02.2	06.5	75.8	314.0	05:19:18	1801	106 46'	015 15'
0546	028.9	03.1	06.5	76.0	314.0	05:19:24	1801	106 44'	015 17'
0547	029.0	00.8	04.8	77.0	211.9	05:44:52	1599	101 49'	021 09'
0548	029.0	00.6	06.8	75.2	064.4	06:43:30	1751	104 52'	017 24'
0549	028.6	00.6	06.8	75.2	064.4	06:43:31	1750	104 52'	017 24'
0550	028.7	00.8	06.6	75.4	064.4	06:43:38	1747	104 55'	017 26'

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MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO
BX6718	INS010	670831	000127	456X18	100006	021238	H04F02	606605

LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0551	028.8	29.9	06.0	77.7	094.4	06:50:02	1757	107 54'	018 37' ←
0552	028.7	27.7	06.2	77.8	097.4	06:50:11	1757	107 59'	018 37'
0553	028.8	10.5	06.2	77.8	097.4	06:50:20	1759	108 03'	018 36'
0554	028.7	04.4	06.3	77.8	097.4	06:50:29	1763	108 08'	018 36'
0555	028.8	01.0	06.2	77.8	097.4	06:50:38	1768	108 13'	018 35'
0556	028.7	-00.8	06.2	77.8	097.4	06:50:48	1772	108 18'	018 35'
0557	028.6	-01.9	06.2	77.8	097.4	06:50:57	1777	108 22'	018 34'
0558	028.7	-02.4	06.4	77.8	096.4	06:51:06	1781	108 27'	018 33'
0559	028.6	-02.6	06.1	77.8	096.4	06:51:16	1785	108 32'	018 33'
0560	028.6	-02.6	06.3	77.8	095.9	06:51:25	1790	108 37'	018 32'
0561	028.8	-02.5	06.1	77.8	095.9	06:51:34	1794	108 41'	018 32'
0562	028.6	-02.5	06.1	77.8	095.9	06:51:43	1799	108 46'	018 31'
0563	028.8	-03.1	06.1	77.9	095.4	06:51:52	1802	108 51'	018 30'
0564	028.7	-00.9	06.1	77.9	095.4	06:52:02	1803	108 56'	018 30'
0565	028.6	-00.8	06.3	78.0	095.4	06:52:11	1801	109 01'	018 29'
0566	028.7	-00.8	06.2	78.0	095.4	06:52:20	1804	109 05'	018 29'
0567	028.8	-01.4	06.4	78.0	095.4	06:52:29	1805	109 10'	018 29'
0568	028.7	-01.6	06.4	78.1	095.4	06:52:38	1805	109 15'	018 28'
0569	028.6	-01.7	06.1	78.2	094.4	06:52:48	1806	109 20'	018 28'
0570	028.7	-00.9	06.4	78.2	094.4	06:52:57	1805	109 25'	018 27'
0571	028.6	-00.6	06.2	78.2	094.4	06:53:06	1805	109 29'	018 27'
0572	028.7	-00.6	06.1	78.3	094.4	06:53:15	1805	109 34'	018 26'
0573	028.7	-00.3	06.4	78.4	094.4	06:53:24	1805	109 39'	018 26'
0574	028.6	-00.5	06.3	78.4	094.4	06:53:33	1804	109 44'	018 25'
0575	028.8	-00.1	06.1	78.4	094.4	06:53:42	1803	109 48'	018 25'
0576	028.8	00.0	06.3	78.5	094.4	06:53:52	1801	109 53'	018 25'
0577	028.7	00.1	06.3	78.5	094.4	06:54:01	1800	109 58'	018 24'
0578	028.8	-00.6	06.1	78.6	094.4	06:54:10	1800	110 03'	018 24'
0579	028.7	-00.4	06.1	78.6	094.4	06:54:19	1799	110 08'	018 23'
0580	028.7	-00.6	06.1	78.6	094.4	06:54:28	1799	110 12'	018 23'
0581	028.8	-00.5	06.2	78.6	094.4	06:54:37	1799	110 17'	018 23'
0582	028.7	-00.4	06.1	78.7	094.4	06:54:46	1799	110 22'	018 22'
0583	028.8	-00.2	06.1	78.7	094.4	06:54:56	1798	110 27'	018 22'
0584	028.7	-00.3	06.3	78.7	094.4	06:55:05	1798	110 31'	018 21'
0585	028.8	-00.3	06.0	78.7	094.4	06:55:14	1797	110 36'	018 21'
0586	028.8	-00.6	06.0	78.7	094.4	06:55:23	1797	110 41'	018 20'
0587	028.7	-00.2	06.2	78.7	094.4	06:55:33	1797	110 46'	018 20'
0588	028.8	-00.3	06.0	78.7	094.4	06:55:42	1797	110 51'	018 20'
0589	028.8	-00.5	06.0	78.7	094.4	06:55:51	1798	110 55'	018 19'
0590	028.7	-00.6	06.2	78.7	094.9	06:56:00	1798	111 00'	018 19'
0591	028.7	-00.7	06.2	78.7	095.4	06:56:09	1799	111 05'	018 18'
0592	028.8	09.5	06.1	78.7	095.4	06:56:18	1800	111 10'	018 18'
0593	028.7	-00.5	06.1	78.7	095.4	06:56:28	1800	111 14'	018 18'
0594	028.7	-00.3	06.2	78.7	095.4	06:56:37	1801	111 19'	018 17'
0595	028.8	-00.4	06.1	78.7	095.4	06:56:46	1801	111 24'	018 17'
0596	028.8	-00.3	06.3	78.7	095.4	06:56:55	1804	111 29'	018 16'
0597	028.8	-00.3	06.3	78.7	095.4	06:57:05	1806	111 34'	018 16'
0598	028.8	00.1	06.1	78.8	095.1	06:57:14	1808	111 39'	018 15'
0599	028.8	-00.1	06.1	78.8	095.4	06:57:23	1811	111 43'	018 15'
0600	028.8	-00.2	06.3	78.8	095.4	06:57:32	1813	111 48'	018 15'

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MSN NO	TAPE	DATE	ART NO	SIP NO	PKG NO	GMT	INS NO	SCDM NO
8X6718	INS010	670831	000127	456X18	100006	021238	H04F02	606605

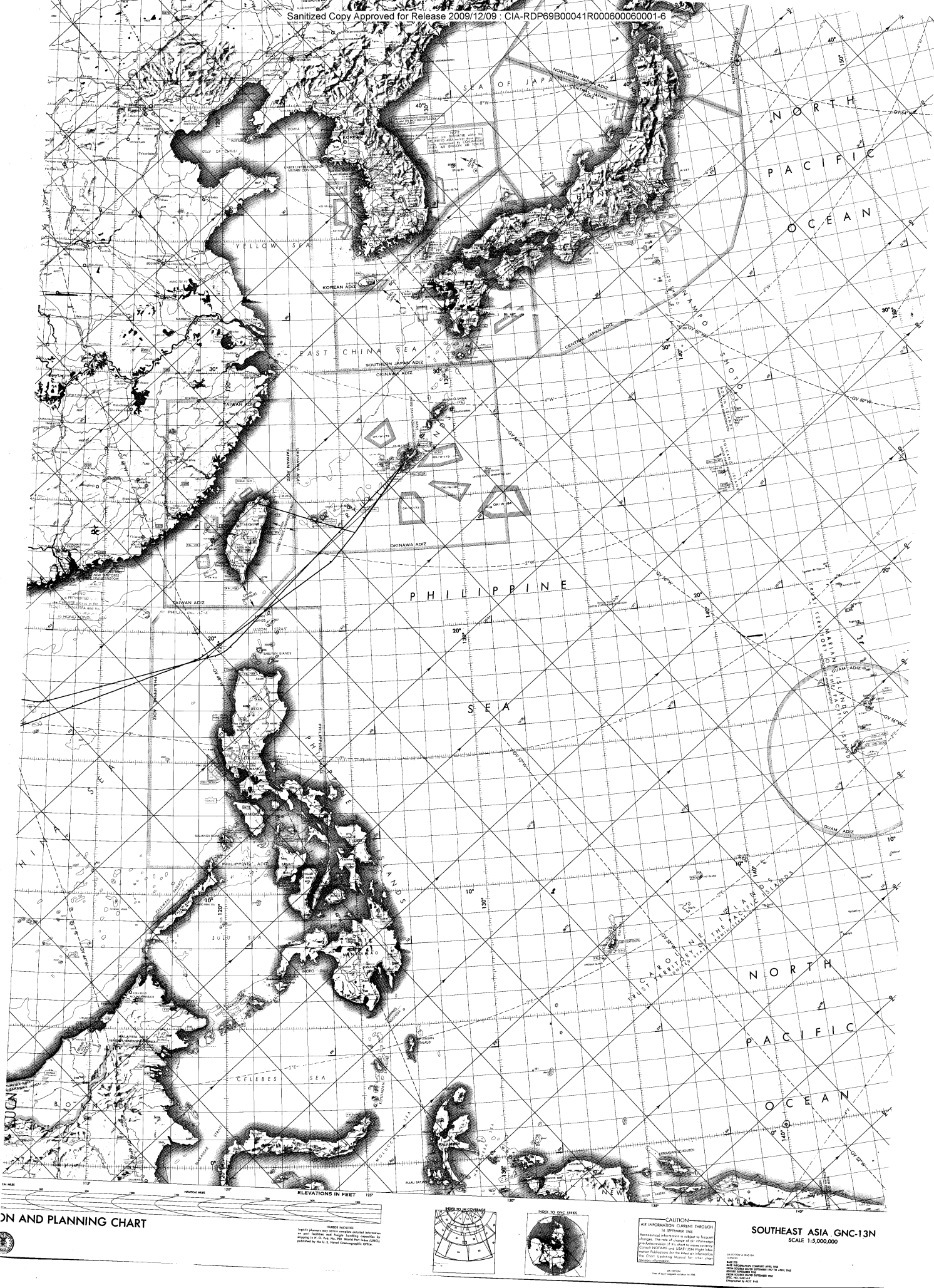
LINE	V/H	ROLL	PITCH	ALT	HEAD	Z TIME	SPEED	LONG	LAT
0601	028.8	-00.3	06.3	78.9	095.4	06:57:41	1815	111 53'	018 14'
0602	028.8	00.1	06.1	78.9	095.4	06:57:50	1817	111 58'	018 14'
0603	028.8	00.3	06.1	79.0	095.4	06:58:00	1818	112 03'	018 13'
0604	028.8	-00.1	06.3	79.0	095.4	06:58:09	1820	112 07'	018 13'
0605	028.8	00.1	06.1	79.1	095.4	06:58:18	1822	112 12'	018 12'
0606	028.8	00.2	06.3	79.2	095.4	06:58:27	1823	112 17'	018 12'
0607	028.8	-02.4	06.2	79.2	095.4	06:58:36	1824	112 22'	018 12'
0608	028.8	-30.0	05.8	79.3	090.9	06:58:45	1824	112 27'	018 11'
0609	028.8	-31.4	06.1	79.4	087.4	06:58:54	1820	112 31'	018 11'
0610	028.8	-30.6	06.2	79.4	084.4	06:59:03	1816	112 36'	018 11'
0611	028.8	-28.6	06.1	79.4	081.9	06:59:12	1813	112 41'	018 11'
0612	028.8	-28.6	06.0	79.4	078.9	06:59:22	1812	112 46'	018 12'
0613	028.8	-29.0	06.0	79.4	076.4	06:59:31	1811	112 51'	018 13'
0614	028.8	00.5	-00.2	01.0	298.4	07:56:39	0006	127 46'	027 04'
0615	028.8	00.5	-00.2	01.0	298.4	07:56:48	0006	127 46'	027 04'
0616	028.8	00.5	-00.2	01.0	298.4	07:56:57	0006	127 46'	027 04'
0617	028.8	00.5	-00.2	01.0	298.4	07:57:06	0006	127 46'	027 04'

VI 076
 if the body is possible
 17 NM

7 57:06
 021238
 574:78

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30 AUG 67 21 06z

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43550 O T 302100Z 42 COLOR/D
OXC/PLANS FINAL FLIGHT PLAN FOR BX6718

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001 MISSION IDENT BX6718
 002 COMPUTER RUN IDENT
 003 COMPUTER RUN DATE 30 AUG 67
 004 TAKE-OFF DATE 31 AUG 67
 005 MSN/RTE START TIME 2 HR 40 MIN ZULU
 006 TURN RADIUS DATA 30.0 DEGREES BANK
 007 TAKE-OFF WEIGHT 105700 LBS
 008 DEPARTURE PT 2621N 12746E

009 BS CANNED RTE TWENTY B
 010 FINAL FLIGHT PLAN FOR BX6718
 011 FLIGHT PLAN FOR PRIMARY AIRCRAFT.
 012 THIS ROUTE USES SURE HIT AND STEEL BRIDGE AR AREAS

013	CLS6	END	SEGMENT	FC	TC	WIND	DFT	TH	VAR	MH	AIR	END ALT	MACH	PC	KEAS	TAS	GND	GND
014		LAT	LONG			DIR/VEL	COR				TEMP	PRS/TRU		AB			SPD	DST
015	AA01	2510.9N	12643.4E	CL	219	121/023	-03	216	+02	218	+03	300/319	0.65	-0	341	421	424	90
016	AB01	2419.0N	12558.0E	CR	218	085/029	-02	216	+02	218	-26	300/319	0.77	0	288	471	491	66
017	AC01	2346.0N	12532.0E	AR	216	085/029	-02	214	+02	216	-26	300/319	0.80	-0	300	490	508	41
018	XA01	2559.4N	12727.8E	CC	038	085/034	+03	041	+02	043	-31	337/359	0.85	60	304	515	491	170
019	XB01	2622.0N	12748.0E	DS	039	079/021	+01	040	+02	042	-21	200/212	0.88	-0	353	544	527	29
020	YA01	2454.4N	12144.5E	CC	288	080/035	+02	290	+01	291	-32	339/362	0.85	60	303	514	544	218
021	YB01	2503.0N	12114.0E	DS	287	097/041	+01	288	+01	289	-18	200/210	0.88	-0	354	547	587	29
022	AD01	2240.0N	12430.0E	AR	221	085/029	-02	219	+01	220	-26	300/319	0.80	-0	300	490	510	87
023																		
024	PA01	1930.8N	11944.3E	CL	235	075/058	-01	234	-00	234	-76	753/760	1.84	-0	367	1001	1053	327
025	PB01	1906.7N	11909.6E	CC	234	068/047	+00	234	-00	234	-57	755/762	3.10	60	377	1775	1814	41
026	INS	TURN POINT	1900.0N	11900.0E	ROLL IN	11.3 NM	PRIOR											
027	PB02	1855.9N	11848.7E	CC	249	068/047	+00	249	-00	249	-57	756/763	3.10	60	376	1775	1815	23
028	PC01	1703.4N	11356.5E	CC	248	082/055	+00	248	-00	248	-55	768/773	3.10	60	372	1783	1830	300
029	PC02	1548.8N	11055.0E	CC	247	088/064	-01	246	-01	245	-55	776/783	3.10	60	363	1783	1836	190
030	INS	TURN POINT	1504.0N	10910.0E	ROLL IN	110.8 NM	PRIOR											
031	PC03	1653.0N	10850.1E	CC	350	088/065	+02	352	-01	351	-54	784/791	3.10	60	357	1787	1789	157
032	PD01	1710.0N	10847.0E	CC	350	088/065	+02	352	-01	351	-54	785/792	3.10	60	353	1787	1789	17

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033	034	035	036	037	038	039	040	041	042	043	044	045	046	047	048	049	050	051	052	053	054	055	056	057	058	059
RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END PRS/TRU	MACH	PC	KEAS	TAS	GND SPD	GND DST									
PE01	1832.2N	10832.0E	CC	350	088/065	+02 352	-00 352	-00 352	-54	789/796	3.10	60	351	1787	1789	84										
INS TURN POINT	1854.0N	10828.0E	ROLL IN	22.1 NM PRIOR																						
PE02	1911.0N	10812.8E	CC	320	088/065	+02 322	-00 322	-00 322	-54	791/798	3.10	60	348	1787	1820	43										
PF01	2154.4N	10542.9E	CC	319	088/075	+02 321	-00 321	-00 321	-53	800/807	3.10	60	344	1791	1831	216										
INS TURN POINT	2314.0N	10427.0E	ROLL IN	106.1 NM PRIOR																						
PF02	2148.6N	10318.9E	CC	216	088/075	-02 214	-00 214	-00 214	-52	807/814	3.10	60	338	1795	1835	153										
PG01	2007.1N	10200.2E	CC	216	088/075	-02 214	-00 214	-00 214	-52	813/821	3.10	60	333	1795	1834	125										
PH01	1720.0N	09955.0E	US	215	087/063	-03 212	-00 212	-00 212	-74	290/307	1.92	-0	365	1055	1091	205										
PI01	1700.0N	09940.0E	CH	216	067/022	-01 215	-00 215	-00 215	-28	300/317	0.88	-0	331	537	555	25										
PJ01	1620.0N	09940.0E	AR	180	067/022	-02 178	-00 178	-00 178	-29	300/317	0.80	-0	298	487	495	40										
XA01	1541.2N	10003.1E	CC	150	069/028	-03 147	-00 147	-00 147	-39	383/405	0.85	60	287	507	502	45										
XB01	1516.0N	10018.0E	US	150	067/022	-02 148	-00 148	-00 148	-27	200/210	0.88	-0	334	538	534	29										
YA01	1308.3N	10051.1E	CC	160	069/028	-03 157	-00 157	-00 157	-41	394/416	0.85	60	282	504	504	204										
YB01	1241.0N	10101.0E	US	160	069/028	-03 157	-00 157	-00 157	-41	300/317	0.88	-0	292	522	522	29										
PK01	1415.0N	09940.0E	AR	160	067/022	-02 178	-00 178	-00 178	-29	300/317	0.80	-0	298	487	495	125										
RA01	1205.8N	10448.2E	CL	113	087/060	-02 111	-00 111	-00 111	-76	753/760	1.84	-0	369	1006	950	327										
RB01	1152.0N	10520.0E	CC	114	088/072	-01 113	-01 112	-01 112	-56	755/762	3.10	60	378	1779	1708	34										
INS TURN POINT	1130.3N	10609.7E	ROLL IN	53.3 NM PRIOR																						
INS TURN POINT	1248.0N	10724.2E	ROLL IN	53.3 NM PRIOR																						
RB02	1335.1N	10658.7E	CC	332	088/072	+02 334	-01 333	-01 333	-55	764/771	3.10	60	374	1783	1808	185										
RC01	1433.0N	10627.0E	CC	332	088/072	+02 334	-01 333	-01 333	-55	766/773	3.10	60	369	1783	1808	66										
RD01	1453.7N	10606.9E	CC	317	088/073	+02 319	-01 318	-01 318	-55	768/775	3.10	60	367	1783	1825	28										
INS TURN POINT	1518.0N	10543.0E	ROLL IN	33.5 NM PRIOR																						
RD02	1551.6N	10542.7E	CC	360	088/073	+02 002	-01 001	-01 001	-54	771/778	3.10	60	366	1787	1779	64										

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000	061	062	063	064	065	066	067	068	069	070	071	072	073	074	075	076	077	078	079	080	081	082	083	084	085	086
000	061	062	063	064	065	066	067	068	069	070	071	072	073	074	075	076	077	078	079	080	081	082	083	084	085	086
CLS	END	END	END	INS	INS	CLS	CLS	CLS	CLS	CLS	CLS	CLS	CLS	CLS	CLS	CLS	CLS	CLS	INS	CLS	CLS	CLS	CLS	CLS	CLS	CLS
SEG	SEG	SEG	SEG	TURN	TURN	SEG	SEG	SEG	SEG	SEG	SEG	SEG	SEG	SEG	SEG	SEG	SEG	SEG	TURN	CLS	CLS	CLS	CLS	CLS	CLS	CLS
MENT	MENT	MENT	MENT	POINT	POINT	MENT	MENT	MENT	MENT	MENT	MENT	MENT	MENT	MENT	MENT	MENT	MENT	MENT	POINT	CLS	CLS	CLS	CLS	CLS	CLS	CLS
LONG	LAT	LAT	LAT	POINT	POINT	LONG	LONG	LONG	LONG	LONG	LONG	LONG	LONG	LONG	LONG	LONG	LONG	LONG	POINT	CLS	CLS	CLS	CLS	CLS	CLS	CLS
10540.1E	10539.6E	10540.1E	10539.6E	2158.8N	2233.8N	10301.0E	10152.0E	09555.0E	09940.0E	09940.0E	10003.1E	10018.0E	10051.1E	10101.0E	09940.0E	10448.9E	10711.8E	1735.0N	10747.7E	11223.0E	1710.0N	11254.4E	11756.4E	11938.3E	1913.0N	12000.0E
CC	CC	CC	CC	10539.4E	10338.3E	CC	CC	DS	CH	AR	CC	DS	CC	DS	AR	CL	CC	10729.0E	CC	CC	CC	CC	CC	CC	CC	
360	360	360	360	58.8	58.8	215	215	213	216	160	150	150	160	160	180	066	067	1735.0N	094	095	11239.0E	073	073	074	074	
088/073	088/074	088/073	088/074	ROLL IN	ROLL IN	088/074	077/084	087/062	067/022	067/022	069/027	067/021	069/028	069/028	067/022	087/060	088/072	ROLL IN	088/072	088/063	ROLL IN	082/053	082/056	068/049	ROLL IN	
+02 002	+02 002	+02 002	+02 002	58.8 NM	58.8 NM	-02 213	-02 213	-03 210	-01 215	-02 178	-03 147	-02 148	-03 157	-03 157	-02 178	+01 067	+01 068	17.8 NM	+00 094	+00 095	15.3 NM	+00 073	+00 073	-00 074	21.2 NM	
002	002	002	002	PRIOR	PRIOR	213	213	210	215	178	147	148	157	157	178	067	068	PRIOR	094	094	PRIOR	072	073	074	PRIOR	
-54	-53	-54	-53			-53	-53	-75	-28	-29	-37	-26	-39	-39	-29	-76	-55		-55	-55		-55	-54	-55		
784/791	784/791	784/791	784/791			794/801	799/807	290/307	300/317	300/317	369/390	200/210	380/402	300/317	300/317	753/760	760/767		761/768	773/780		775/780	789/796	793/800		
3.10	3.10	3.10	3.10			3.10	3.10	1.92	0.86	0.80	0.85	0.88	0.85	0.88	0.80	1.84	3.10		3.10	3.10		3.10	3.10	3.10		
60	60	60	60			60	60	-0	-0	-0	60	-0	60	-0	-0	-0	60	60	60	60		60	60	60		
359	354	359	354			350	343	370	331	298	292	339	287	297	298	369	376		373	367		361	355	346		
1787	1791	1787	1791			1791	1791	1052	537	487	509	539	507	524	487	1006	1783		1783	1783		1783	1787	1783		
1779	1783	1779	1783			1829	1846	205	555	495	504	536	506	524	495	948	1710		1705	1714		1724	1725	1728		
300	9	300	9			204	114	205	25	40	45	29	204	29	125	327	149		35	264		30	300	100		
GND	SPD	GND	SPD			GND	DST																			

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087 088	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
089	SD03	1928.4N	12015.6E	CC	044	068/050	+01 045	-00 045	-55	795/802	3.10	60	344	1783	1731	42		
090	SE01	2302.4N	12401.0E	CC	044	068/050	+01 045	-00 045	-54	809/816	3.10	60	338	1787	1735	300		
091	SE02	2349.6N	12453.0E	CC	045	063/033	+00 045	+01 046	-55	812/819	3.10	60	331	1783	1745	67		
092	SF01	2622.0N	12748.0E	DS	046	078/061	+02 048	+02 050	-77	200/212	1.76	-0	370	960	906	220		

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DTG 156

MIN T/O FUEL 22.0

013	014	015	016	017	018	019	020	021	022	023	024	025	026	027	028	029	030	031	032
RESC	DTG	ACCUM	DIST	SEG	ACCUM	TIME	ETA	GROSS	FUEL	MFR	SUN	ZN	ZN/	RB	COMMENT				
		RTE-MISSION		TIME	ROUTE	MISSION		WGT	REM		ANG		MIN						
AA01	66	90	90	12.8	0+12.8	0+12.8	0252.8Z	98200	42.5	14.6	71	147	0.8	291	LEVEL				
AB01	128	156	156	08.1	0+20.9	0+20.9	0300.9Z	96070	40.4	12.9	72	149	0.9	293	ARCP				
AC01	87	197	197	04.8	0+25.7	0+25.7	0305.7Z	94900	39.2	11.8	73	150	0.9	296	FUEL DECSN				
XA01	29	367	367	20.8	0+20.8	0+46.4	0326.4Z	89547	33.8	8.0	73	176	0.7	135	TO KADENA				
XB01	0	396	396	03.3	0+24.1	0+49.7	0329.7Z	89077	33.4	7.5	73	180	0.7	140	KADENA TACN				
YA01	29	416	416	24.1	0+24.1	0+49.7	0329.7Z	88733	33.0	7.4	73	159	0.8	229	TO TAO YUAN				
YB01	0	445	445	03.0	0+27.0	0+52.7	0332.7Z	88263	32.6	6.9	73	160	0.8	232	TAO YUAN				
AD01	379	284	284	10.3	0+35.9	0+35.9	0315.9Z	89400	33.7	6.3	75	153	1.0	294	END AR				
END AIR REFUEL - ONLOAD 33600 POUNDS.								123000	67.3	56.0	MOR TO CONTINUE				22329 LBS.				
PA01	52	327	611	18.6	0+18.6	0+54.6	0334.6Z	100500	44.8	33.5	78	147	1.2	273	START CC				
PB01	11	368	652	01.3	0+20.0	0+55.9	0335.9Z	99686	44.0	32.8	78	144	1.2	270					
PB02	600	391	675	00.7	0+20.7	0+56.7	0336.7Z	99196	43.5	32.4	78	143	1.2	254					
PC01	300	691	975	09.8	0+30.6	1+06.5	0346.5Z	93477	37.8	27.3	78	129	1.4	241					
PC02	111	880	1164	06.2	0+36.8	1+12.7	0352.7Z	90044	34.3	24.2	77	120	1.5	234					
PC03	123	1037	1321	05.3	0+42.0	1+18.0	0358.0Z	86804	31.1	21.4	76	123	1.3	131					
PD01	106	1054	1339	00.6	0+42.6	1+18.5	0358.5Z	86505	30.8	21.1	76	124	1.3	132	COMMON PT				

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	U16	ACCUM DIST	SEG	ACCUM TIME	ETA	GROSS WGT	FUEL REM	MFR	SUN	ZN	ZN/ MIN	RB	COMMENT
033 RLSg	016	ACCUM DIST	SEG	ACCUM TIME	ETA	GROSS WGT	FUEL REM	MFR	SUN	ZN	ZN/ MIN	RB	COMMENT
034 KTE-MISSION													
035 PE01	22	1138	1422	02.8	0+45.4	1+21.3	0401.3Z	85057	29.4	19.8	76	129	1.2 137 OPTION A
036													
037 PE02	322	1181	1465	01.4	0+46.8	1+22.8	0402.8Z	84222	28.5	19.1	75	131	1.1 169
038 PF01	106	1397	1681	07.1	0+53.9	1+29.8	0409.8Z	80684	25.0	15.9	73	136	0.9 175
039													
040 PF02	355	1550	1834	05.0	0+58.9	1+34.8	0414.8Z	77909	22.2	13.5	72	133	0.9 279
041 PG01	230	1675	1960	04.1	1+03.0	1+38.9	0418.9Z	75984	20.3	11.8	73	128	1.0 274 START DS
042 PH01	25	1880	2165	11.3	1+14.3	1+50.2	0430.2Z	74839	19.1	10.6	75	122	1.2 270 BOTTOM OUT
043 PI01	165	1905	2189	02.7	1+17.0	1+52.9	0432.9Z	74339	18.6	10.1	76	122	1.3 267 ARCP
044 PJ01	125	1945	2229	04.9	1+21.8	1+57.7	0437.7Z	73169	17.5	8.9	77	122	1.4 304 FUEL DECSN
045 KA01	29	1990	2274	05.4	0+05.4	2+03.1	0443.1Z	72103	16.4	8.0	79	125	1.6 338 TO TA KHLI
046 KB01	0	2019	2303	03.3	0+08.6	2+06.4	0446.4Z	71633	15.9	7.5	80	127	1.7 339 TA KHLI
047 TA01	29	2149	2433	24.3	0+24.3	2+22.0	0502.0Z	68459	12.8	4.8	85	138	1.9 341 TO UTAPAO
048 YB01	0	2178	2462	03.3	0+27.6	2+25.3	0505.3Z	67989	12.3	4.3	85	143	1.9 346 UTAPAO TAC
049 PK01	419	2070	2355	15.2	1+37.0	2+12.9	0452.9Z	65419	9.7	1.2	81	125	1.8 307 END AR
050 END AIR REFUEL	-	ONLOAD	57581 POUNDS.					123000	67.3	50.5	MOR TO CONTINUE	40805 LBS.	
051 KA01	87	327	2682	20.7	0+20.7	2+33.6	0513.6Z	100500	44.8	28.0	86	224	0.6 113
052 KB01	53	361	2716	01.2	0+21.9	2+34.8	0514.8Z	99767	44.1	27.4	85	233	0.5 120
053													
054													
055 KB02	128	546	2901	06.1	0+28.0	2+40.9	0520.9Z	95593	39.9	23.9	82	237	0.4 263
056 KC01	62	612	2967	02.2	0+30.2	2+43.1	0523.1Z	94337	38.6	22.9	81	232	0.4 258
057 KD01	34	640	2995	00.9	0+31.1	2+44.0	0524.0Z	93802	38.1	22.4	81	230	0.4 271 OPTION D
058													
059 KD02	367	705	3059	02.2	0+33.3	2+46.2	0526.2Z	92424	36.7	21.3	80	226	0.5 224

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DTG	RTG	ACCUM DIST	SEG	ACCUM TIME	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT		
060	REU1	67	1005	3359	10.1	0+43.4	2+56.3	0536.32	86936	31.2	16.7	75	219	0.5	217
061	REU2	59	1013	3368	00.3	0+43.7	2+56.6	0536.62	86777	31.1	16.6	75	219	0.5	217
062	REU3	344	1217	3571	06.7	0+50.4	3+03.3	0543.32	82833	27.1	13.3	75	215	0.5	2
063	RF01	229	1331	3686	03.7	0+54.1	3+07.0	0547.02	80984	25.3	11.8	76	218	0.5	5
064	RG01	25	1536	3690	11.3	1+05.4	3+18.3	0558.32	79839	24.1	10.6	78	229	0.4	19
065	RH01	165	1560	3915	02.7	1+08.1	3+21.0	0601.02	79339	23.6	10.1	78	231	0.4	16
066	RI01	125	1600	3955	04.9	1+12.9	3+25.8	0605.82	78169	22.5	8.9	77	237	0.3	59
067	RA01	29	1645	4000	05.3	0+05.3	3+31.2	0611.22	77030	21.3	8.0	76	243	0.3	96
068	AS01	0	1674	4029	03.3	0+08.6	3+34.4	0614.42	76560	20.9	7.5	75	247	0.2	99
069	YA01	29	1804	4159	24.2	0+24.2	3+50.0	0630.02	73138	17.4	4.8	72	259	0.1	102
070	YB01	0	1833	4188	03.3	0+27.5	3+53.3	0633.32	72668	17.0	4.3	71	261	0.1	104
071	RJ01	494	1725	4080	15.2	1+28.1	3+41.0	0621.02	70419	14.7	1.2	75	252	0.2	74
072	END AIR REFUEL	ONLOAD 52580 POUNDS.													
073	SA01	167	327	4407	20.7	0+20.7	4+01.7	0641.72	100500	44.8	29.2	65	256	0.1	189
074	SB01	18	476	4556	05.2	0+25.9	4+06.9	0646.92	97381	41.7	26.6	61	257	0.1	189
075	SC01	279	511	4591	01.2	0+27.2	4+08.2	0648.22	96562	40.9	25.9	60	257	0.1	163
076	SC02	421	805	4805	01.1	0+37.5	4+18.5	0658.52	90666	35.0	20.9	53	262	0.1	189
077	SD01	121	1105	5185	10.4	0+47.9	4+28.9	0708.92	85109	29.4	16.2	46	264	0.1	191
078	SD02	21	1206	5286	03.5	0+51.4	4+32.4	0712.42	83344	27.6	14.7	43	264	0.1	190

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	DTG	ACCU DIST	SEG	ACCUM TIME	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT		
087 088															
089	587	1247	5327	01.4	0+52.8	4+33.8	0713.8Z	82526	26.8	14.0	42	265	0.1	220	
090	287	1547	5627	10.4	1+03.2	4+44.2	0724.2Z	77500	21.8	9.8	36	264	0.1	219	
091	SE02	220	1614	5694	02.3	1+05.5	4+46.5	0726.5Z	76420	20.7	8.9	34	265	0.1	220
092	SF01	0	1834	5914	14.6	1+20.1	5+01.1	0741.1Z	75105	19.4	7.5	28	266	0.1	218
															KADENA TACN

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	ARCP (COORD)	TRUE COURSE PRIOR AFTER	ARC1 (ZULU)	ON-LOAD (POUNDS)	MOR TO CONTINUE	AT MISSED AR GRD DIST-	ALTERNATE/DESTINATION- AIR DIST-	FUEL RMNG
093								
094								
095	AR-RTE A	2419N	218	235	0301Z	33600	22329	396
096		12558E					400	33377
097	AR-RTE P	1700N	216	113	0433Z	57581	40805	2019
098		09940E						1969
099	AR-RTE R	1700N	216	066	0601Z	52580	36991	1674
100		09940E						1678
101	RTE S							1834
								1913
								19405

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102 MISSION IDENT BX6718

103

-FLIGHT DATA FOR INS PACKAGE-

104

DESTINATION

INPUT

105	00	E026210Q4066L E127460Q4067L
106	01	E024190Q4166L E125580Q4167L
107	02	E022400Q4071L E124300Q4072L
108	03	E019000Q4171L E119000Q4172L
109	04	E015040Q4074L E109100Q4075L
110	05	E018540Q4174L E108280Q4175L
111	06	E023140Q4077L E104270Q4000L
112	07	E017000Q4177L E099400Q4100L
113	08	E014150Q4002L E099400Q4003L
114	09	E011303Q4102L E106097Q4103L
115	10	E012480Q4005L E107242Q4006L
116	11	E015180Q4105L E105430Q4106L
117	12	E021588Q4010L E105394Q4011L
118	13	E022338Q4110L E103383Q4111L
119	14	E017000Q4013L E099400Q4014L
120	15	E014150Q4113L E099400Q4114L
121	16	E017350Q4016L E107290Q4017L
122	17	E017100Q4116L E112390Q4117L
123	18	E019130Q4021L E120000Q4022L
124	19	E026220Q4121L E127480Q4122L
125	20	Q4024L Q4025L
126	21	Q4124L Q4125L
127	22	Q4027L Q4030L
128	23	Q4127L Q4130L
129	24	Q4032L Q4033L
130	25	Q4132L Q4133L
131	26	Q4035L Q4036L
132	27	E026220Q4135L E127480Q4136L
133	28	E025030Q4040L E121140Q4041L
134	29	E015160Q4140L E100180Q4141L
135	30	E012410Q4043L E101010Q4044L
136	31	E015160Q4143L E100180Q4144L
137	32	E012410Q4046L E101010Q4047L
138	33	Q4146L Q4147L
139	34	Q4051L Q4052L
140	35	Q4151L Q4152L
141	36	Q4054L Q4055L
142	37	Q4154L Q4155L
143	38	Q4057L Q4060L
144	39	Q4157L Q4160L
145	40	Q4062L Q4063L
146	41	Q4162L Q4163L

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001 MISSION IDENT BX6718
 002 COMPUTER RUN IDENT
 003 COMPUTER RUN DATE 30 AUG 67
 004 TAKE-OFF DATE 31 AUG 67
 005 MSN/RTE START TIME 3 HR 40 MIN ZULU
 006 TURN RADIUS DATA 30.0 DEGREES BANK
 007 TAKE-OFF WEIGHT 105700 LBS
 008 DEPARTURE PT 2621N 12746E

009 BS CANNED RTE TWENTY B
 010 FINAL FLIGHT PLAN FOR BX6718
 011 FLIGHT PLAN FOR BACKUP AIRCRAFT.
 012 THIS ROUTE USES SURE HIT AND STEEL BRIDGE AR AREAS

013	RLSG	END	SEGMENT	FC	TC	WIND	DFT	TH	VAR	MH	AIR	END	MACH	PC	KEAS	TAS	GND	GND
014		LAT	LONG			DIR/VEL	COR				TEMP	PRS/TRU		AB			SPD	DST
015	AA01	2510.9N	12643.4E	CL	219	121/023	-03	216	+02	218	+03	300/319	0.65	-0	341	421	424	90
016	AB01	2419.0N	12558.0E	CR	218	085/029	-02	216	+02	218	-26	300/319	0.77	0	288	471	491	66
017	AC01	2346.0N	12532.0E	AR	216	085/029	-02	214	+02	216	-26	300/319	0.80	-0	300	490	508	41
018	AA01	2559.4N	12727.8E	CC	038	085/034	+03	041	+02	043	-31	337/359	0.85	60	304	515	491	170
019	XB01	2622.0N	12748.0E	DS	039	079/021	+01	040	+02	042	-21	200/212	0.88	-0	353	544	527	29
020	YA01	2454.4N	12144.5E	CC	288	080/035	+02	290	+01	291	-32	339/362	0.85	60	303	514	544	218
021	YB01	2503.0N	12114.0E	DS	287	097/041	+01	288	+01	289	-18	200/210	0.88	-0	354	547	587	29
022	AD01	2240.0N	12430.0E	AR	221	085/029	-02	219	+01	220	-26	300/319	0.80	-0	300	490	510	87
023																		
024	PA01	1930.8N	11944.3E	CL	235	075/058	-01	234	-00	234	-78	753/760	1.84	-0	367	1001	1053	327
025	PB01	1906.7N	11909.6E	CC	234	068/047	+00	234	-00	234	-57	755/762	3.10	60	377	1775	1814	41
026	INS	TURN POINT	1900.0N	11900.0E	ROLL IN	11.3 NM	PRIOR											
027	PB02	1855.9N	11848.7E	CC	249	068/047	+00	249	-00	249	-57	756/763	3.10	60	376	1775	1815	23
028	PC01	1703.4N	11356.5E	CC	248	082/055	+00	248	-00	248	-55	768/773	3.10	60	372	1783	1830	300
029	PC02	1548.8N	11055.0E	CC	247	088/064	-01	246	-01	245	-55	776/783	3.10	60	363	1783	1836	190
030	INS	TURN POINT	1504.0N	10910.0E	ROLL IN	110.8 NM	PRIOR											
031	PC03	1633.0N	10850.1E	CC	350	088/065	+02	352	-01	351	-54	784/791	3.10	60	357	1787	1789	157
032	PD01	1710.0N	10847.0E	CC	350	088/065	+02	352	-01	351	-54	785/792	3.10	60	353	1787	1789	17

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033	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC	KEAS	TAS	GND SPD	GND DST
033	PE01	1832.2N	10832.0E	CC	350	088/065	+02	352	-00	352	-54	789/796	3.10	60	351	1787	1789	84
036	INS	TURN POINT	1854.0N		10828.0E	ROLL IN	22.1	NM	PRIOR									
037	PE02	1911.0N	10812.8E	CC	320	088/065	+02	322	-00	322	-54	791/798	3.10	60	348	1787	1820	43
038	PF01	2154.4N	10542.9E	CC	319	088/075	+02	321	-00	321	-53	800/807	3.10	60	344	1791	1831	216
039	INS	TURN POINT	2314.0N		10427.0E	ROLL IN	106.1	NM	PRIOR									
040	PF02	2148.6N	10318.9E	CC	216	088/075	-02	214	-00	214	-52	807/814	3.10	60	338	1795	1835	153
041	PG01	2007.1N	10200.2E	CC	216	088/075	-02	214	-00	214	-52	813/821	3.10	60	333	1795	1834	125
042	PH01	1720.0N	09955.0E	DS	215	087/063	-03	212	-00	212	-74	290/307	1.92	-0	365	1055	1091	205
043	PI01	1700.0N	09940.0E	CH	216	067/022	-01	215	-00	215	-28	300/317	0.88	-0	331	537	555	25
044	PJ01	1620.0N	09940.0E	AR	180	067/022	-02	178	-00	178	-29	300/317	0.80	-0	298	487	495	40
045	XA01	1541.2N	10003.1E	CC	150	069/028	-03	147	-00	147	-39	383/405	0.85	60	287	507	502	45
046	XB01	1516.0N	10018.0E	DS	150	067/022	-02	148	-00	148	-27	200/210	0.88	-0	334	538	534	29
047	YA01	1308.3N	10051.1E	CC	160	069/028	-03	157	-00	157	-41	394/416	0.85	60	282	504	504	204
048	YB01	1241.0N	10101.0E	DS	160	069/028	-03	157	-00	157	-41	300/317	0.88	-0	292	522	522	29
049	PK01	1415.0N	09940.0E	AR	180	067/022	-02	178	-00	178	-29	300/317	0.80	-0	298	487	495	125
050																		
051	RA01	1205.6N	10448.2E	CL	113	087/060	-02	111	-00	111	-76	753/760	1.84	-0	369	1006	950	327
052	RB01	1152.0N	10520.0E	CC	114	088/072	-01	113	-01	112	-56	755/762	3.10	60	378	1779	1708	34
053	INS	TURN POINT	1130.3N		10609.7E	ROLL IN	53.3	NM	PRIOR									
054	INS	TURN POINT	1248.0N		10724.2E	ROLL IN	53.3	NM	PRIOR									
055	RB02	1335.1N	10658.7E	CC	332	088/072	+02	334	-01	333	-55	764/771	3.10	60	374	1783	1808	185
056	RC01	1433.0N	10627.0E	CC	332	088/072	+02	334	-01	333	-55	766/773	3.10	60	369	1783	1808	66
057	RD01	1453.7N	10606.9E	CC	317	088/073	+02	319	-01	318	-55	768/775	3.10	60	367	1783	1825	28
058	INS	TURN POINT	1518.0N		10543.0E	ROLL IN	33.5	NM	PRIOR									
059	RD02	1551.6N	10542.7E	CC	360	088/073	+02	002	-01	001	-54	771/778	3.10	60	366	1787	1779	64

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ALSSG	END SEGMENT	FC	TC	WIND	DFT	TH	VAR	MH	AIR	END ALT	MACH	PC	KEAS	TAS	GND	GND
	LAT	LONG		DIR/VEL	COR				TEMP	PRS/TRU		AB			SPD	DST
060	RE01	2051.4N	10540.1E	CC	360	088/073	+02 002	-00 002	-54	784/791	3.10	60	359	1787	1779	300
061	RE02	2100.6N	10539.6E	CC	360	088/074	+02 002	-00 002	-53	784/791	3.10	60	354	1791	1783	9
062	INS TURN POINT	2158.8N	10539.4E	ROLL IN	58.8 NM	PRIOR										
063	INS TURN POINT	2233.8N	10338.3E	ROLL IN	58.8 NM	PRIOR										
064	RE03	2145.6N	10301.8E	CC	215	088/074	-02 213	-00 213	-53	794/801	3.10	60	350	1791	1829	204
065	RF01	2012.0N	10152.0E	CC	215	077/084	-02 213	-00 213	-53	799/807	3.10	60	343	1791	1846	114
066	KG01	1720.0N	09955.0E	DS	213	087/062	-03 210	-00 210	-75	290/307	1.92	-0	370	1052	1086	205
067	KH01	1700.0N	09940.0E	CH	216	067/022	-01 215	-00 215	-28	300/317	0.88	-0	331	537	555	25
068	KI01	1620.0N	09940.0E	AR	180	067/022	-02 178	-00 178	-29	300/317	0.80	-0	298	487	495	40
069	XA01	1541.2N	10003.1E	CC	150	069/027	-03 147	-00 147	-37	369/390	0.85	60	292	509	504	45
070	XB01	1516.0N	10018.0E	DS	150	067/021	-02 148	-00 148	-26	200/210	0.88	-0	339	539	536	29
071	YA01	1308.3N	10051.1E	CC	160	069/028	-03 157	-00 157	-39	380/402	0.85	60	287	507	506	204
072	YB01	1241.0N	10101.0E	DS	160	069/028	-03 157	-00 157	-39	300/317	0.88	-0	297	524	524	29
073	RJ01	1415.0N	09940.0E	AR	180	067/022	-02 178	-00 178	-29	300/317	0.80	-0	298	487	495	125
074	SA01	1629.4N	10448.9E	CL	066	087/060	+01 067	-00 067	-76	753/760	1.84	-0	369	1006	948	327
075	SB01	1728.1N	10711.8E	CC	067	088/072	+01 068	-00 068	-55	760/767	3.10	60	376	1783	1710	149
076	INS TURN POINT	1735.0N	10729.0E	ROLL IN	17.8 NM	PRIOR										
077	SB02	1733.7N	10747.7E	CC	094	088/072	+00 094	-00 094	-55	761/768	3.10	60	373	1783	1705	35
078	SC01	1711.5N	11223.0E	CC	095	088/063	+00 095	-01 094	-55	773/780	3.10	60	367	1783	1714	264
079	INS TURN POINT	1710.0N	11239.0E	ROLL IN	15.3 NM	PRIOR										
080	SC02	1714.6N	11254.4E	CC	073	082/053	+00 073	-01 072	-55	775/780	3.10	60	361	1783	1724	30
081	SD01	1840.5N	11756.4E	CC	073	082/056	+00 073	-00 073	-54	789/796	3.10	60	355	1787	1725	300
082	SD02	1907.4N	11938.3E	CC	074	088/049	+00 074	-00 074	-55	793/800	3.10	60	346	1783	1728	100
083	INS TURN POINT	1913.0N	12000.0E	ROLL IN	21.2 NM	PRIOR										

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087 088	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT TH	VAR	MH	AIR TEMP	END PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
089	SD03	1928.4N	12015.0E	CC	044	068/050	+01 045	-00 045	-55	795/802	3.10	60	60	344	1783	1731	42
090	SE01	2302.4N	12401.0E	CC	044	068/050	+01 045	-00 045	-54	809/816	3.10	60	60	338	1787	1735	300
091	SE02	2349.6N	12453.0E	CC	045	063/033	+00 045	+01 046	-55	812/819	3.10	60	60	331	1783	1745	67
092	SF01	2622.0N	12748.0E	DS	046	078/061	+02 048	+02 050	-77	200/212	1.76	-0	370	960	906	220	

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DTG	ALSO	DTG	ACCU DIST RTE-MISSION	SEG TIME	ACCU TIME ROUTE MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
007	DTG	156												
008														
009														
010														
011														
012														
013														
014														
015	AA01	66	90	12.8	0+12.8	0352.82	98200	42.5	14.6	73	196	0.6	340	LEVEL
016	AB01	128	156	08.1	0+20.9	0400.92	96070	40.4	12.9	74	201	0.6	345	ARCP
017	AC01	87	197	04.8	0+25.7	0405.72	94900	39.2	11.8	74	205	0.6	351	FUEL DECSN
018	XA01	29	367	20.8	0+20.8	0446.4	89547	33.8	8.0	69	220	0.4	179	TO KADENA
019	XB01	0	396	03.3	0+24.1	0449.7	89077	33.4	7.5	68	222	0.4	182	KADENA TACN
020	YA01	29	416	24.1	0+24.1	0449.7	88733	33.0	7.4	72	210	0.5	280	TO TAO YUAN
021	YB01	0	445	03.0	0+27.0	0452.7	88263	32.6	6.9	72	210	0.5	282	TAO YUAN
022	AD01	379	284	10.3	0+35.9	0415.92	89400	33.7	6.3	74	211	0.5	352	END AR
023	END AIR REFUEL	-	ONLOAD	33600	POUNDS.		123000	67.3	56.0	MOR	TO CONTINUE	22329	LBS.	
024	PA01	52	327	18.6	0+18.6	0434.62	100500	44.8	33.5	77	218	0.5	344	START CC
025	PB01	11	368	01.3	0+20.0	0435.92	99686	44.0	32.8	77	218	0.5	344	
026														
027	PB02	600	391	00.7	0+20.7	0436.72	99196	43.5	32.4	78	218	0.5	329	
028	PC01	300	691	09.8	0+30.6	0446.52	93477	37.8	27.3	80	214	0.6	326	
029	PC02	111	880	06.2	0+36.8	0452.72	90044	34.3	24.2	82	209	0.7	323	
030														
031	PC03	123	1037	05.3	0+42.0	0458.02	86804	31.1	21.4	82	202	0.8	210	
032	PD01	106	1054	00.6	0+42.6	0458.52	86505	30.8	21.1	81	201	0.8	209	COMMON PT

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033	034	035	036	037	038	039	040	041	042	043	044	045	046	047	048	049	050	051	052	053	054	055	056	057	058	059
RLS6	DTG	ACCUM	DIST	SEG	ACCUM	TIME	MISSION	ETA	GROSS	FUEL	REM	MFR	SUN	ANG	ZN	ZN	MIN	RB	COMMENT							
PE01	22	1138	1422	02.8	0+45.4	1+21.3	0501.32	85057	29.4	19.8	80	201	0.7	209	OPTION A											
PE02	322	1181	1465	01.4	0+46.8	1+22.8	0502.82	84222	28.5	19.1	79	200	0.7	238												
PF01	106	1397	1681	07.1	0+53.9	1+29.8	0509.82	80684	25.0	15.9	77	193	0.7	232												
PF02	355	1550	1834	05.0	0+58.9	1+34.8	0514.82	77909	22.2	13.5	77	188	0.8	334												
PG01	230	1675	1960	04.1	1+03.0	1+38.9	0518.92	75984	20.3	11.8	79	187	0.8	333	START DS											
PH01	25	1880	2165	11.3	1+14.3	1+50.2	0530.22	74839	19.1	10.6	81	196	0.8	344	BOTTOM OUT											
PI01	165	1905	2189	02.7	1+17.0	1+52.9	0532.92	74339	18.6	10.1	82	198	0.8	343	ARCP											
PJ01	125	1945	2229	04.9	1+21.8	1+57.7	0537.72	73169	17.5	8.9	82	208	0.7	30	FUEL DECSN											
XA01	29	1990	2274	05.4	0+05.4	2+03.1	0543.12	72103	16.4	8.0	81	221	0.6	74	TO TA KHLI											
XB01	0	2019	2303	03.3	0+08.6	2+06.4	0546.42	71633	15.9	7.5	81	227	0.5	79	TA KHLI											
YA01	29	2149	2433	24.3	0+24.3	2+22.0	0602.02	68459	12.8	4.8	78	251	0.2	94	TO UTAPAO											
YB01	0	2178	2462	03.3	0+27.6	2+25.3	0605.32	67989	12.3	4.3	77	254	0.2	97	UTAPAO TAC											
PK01	415	2070	2355	15.2	1+37.0	2+12.9	0552.92	65419	9.7	1.2	81	236	0.4	58	END AR											
END AIR REFUEL	-	ONLOAD	57581	POUNDS.	123000	67.3	50.5	MOR TO CONTINUE	40805	LBS.																
RA01	87	327	2682	20.7	0+20.7	2+33.6	0613.62	100500	44.8	28.0	72	262	0.1	151												
RB01	53	361	2716	01.2	0+21.9	2+34.8	0614.82	99767	44.1	27.4	71	263	0.1	150												
RB02	120	540	2901	06.1	0+28.0	2+40.9	0620.92	95593	39.9	23.9	68	260	0.1	286												
RC01	62	612	2967	02.2	0+30.2	2+43.1	0623.12	94337	38.6	22.9	68	258	0.1	284												
RD01	34	640	2995	00.9	0+31.1	2+44.0	0624.02	93802	38.1	22.4	68	257	0.1	298	OPTION D											
RD02	367	705	3059	02.2	0+33.3	2+46.2	0626.22	92424	36.7	21.3	67	255	0.1	253												

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DTG	RTG	ACCUM DIST	SEG TIME	ACCUM TIME	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT		
060	RE01	67	1005	3359	10.1	0+43.4	2+56.3	0636.32	86936	31.2	16.7	64	247	0.2	245
061	RE02	59	1013	3368	00.3	0+43.7	2+56.6	0636.62	86777	31.1	16.6	63	247	0.2	245
062	RE03	344	1217	3571	06.7	0+50.4	3+03.3	0643.32	82833	27.1	13.3	64	244	0.2	31
063	RF01	229	1331	3686	03.7	0+54.1	3+07.0	0647.02	80984	25.3	11.8	65	247	0.2	34
064	RG01	25	1536	3890	11.3	1+05.4	3+18.3	0658.32	79839	24.1	10.6	65	254	0.2	44
065	RH01	165	1560	3915	02.7	1+08.1	3+21.0	0701.02	79339	23.6	10.1	65	255	0.1	40
066	RI01	125	1600	3955	04.9	1+12.9	3+25.8	0705.82	78169	22.5	8.9	64	257	0.1	79
067	XA01	29	1645	4000	05.3	0+05.3	3+31.2	0711.22	77030	21.3	8.0	62	259	0.1	112
068	XB01	0	1674	4029	03.3	0+08.6	3+34.4	0714.42	76560	20.9	7.5	61	261	0.1	113
069	YA01	29	1804	4159	24.2	0+24.2	3+50.0	0730.02	73138	17.4	4.8	57	266	0.1	109
070	YB01	0	1833	4188	03.3	0+27.5	3+53.3	0733.32	72668	17.0	4.3	56	267	0.1	110
071	RJ01	494	1725	4080	15.2	1+28.1	3+41.0	0721.02	70419	14.7	1.2	60	263	0.1	85
072	END AIR REFUEL								123000	67.3	51.7	MOR TO CONTINUE	36991	LBS.	
073	SA01	167	327	4407	20.7	0+20.7	4+01.7	0741.72	100500	44.8	29.2	50	264	0.1	197
074	SB01	18	476	4556	05.2	0+25.9	4+06.9	0746.92	97381	41.7	26.6	47	265	0.1	197
075															
076															
077															
078															
079															
080															
081															
082															
083															
084															
085															
086															

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087	088	089	090	091	092	UTG	ACCU DIST RTE-MISSION	SEG TIME	ACCUM ROUTE	MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
						587	1247 5327	01.4	0+52.8	4+33.8	0813.8Z	82526	26.8	14.0	28	270	0.1	225	
						287	1547 5627	10.4	1+03.2	4+44.2	0824.2Z	77500	21.8	9.8	22	271	0.1	226	
						220	1614 5694	02.3	1+05.5	4+46.5	0826.5Z	76420	20.7	8.9	21	271	0.1	226	START DS
						0	1834 5914	14.6	1+20.1	5+01.1	0841.1Z	75105	19.4	7.5	15	273	0.1	225	KADENA TACN

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	ARCP (COORD)	TRUE COURSE PRIOR AFTER	ARCT (ZULU)	ON-LOAD (POUNDS)	MOR TO CONTINUE	AT MISSED AR GRD DIST-	ALTERNATE/DESTINATION- AIR DIST- FUEL RMNG
093 094	AR-RTE A 2419N 12558E	218 235	0401Z	33600	22329	396	400 33377
095 096	AR-RTE P 1700N 09940E	216 113	0533Z	57581	40805	2019	1969 15933
097 098	AR-RTE R 1700N 09940E	216 066	0701Z	52580	36991	1674	1678 20860
099 100						1634	1913 19405
101	RTE S						

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102 MISSION IDENT BX6718

-FLIGHT DATA FOR INS PACKAGE-

103

104

DESTINATION INPUT

105	00	E026210Q4066L	E127460Q4067L
106	01	E024190Q4166L	E125580Q4167L
107	02	E022400Q4071L	E124300Q4072L
108	03	E019000Q4171L	E119000Q4172L
109	04	E015040Q4074L	E109100Q4075L
110	05	E018540Q4174L	E108280Q4175L
111	06	E023140Q4077L	E104270Q4000L
112	07	E017000Q4177L	E099400Q4100L
113	08	E014150Q4002L	E099400Q4003L
114	09	E011303Q4102L	E106097Q4103L
115	10	E012480Q4005L	E107242Q4006L
116	11	E015180Q4105L	E105430Q4106L
117	12	E021588Q4010L	E105394Q4011L
118	13	E022338Q4110L	E103383Q4111L
119	14	E017000Q4013L	E099400Q4014L
120	15	E014150Q4113L	E099400Q4114L
121	16	E017350Q4016L	E107290Q4017L
122	17	E017100Q4116L	E112390Q4117L
123	18	E019130Q4021L	E120000Q4022L
124	19	E026220Q4121L	E127480Q4122L
125	20	Q4024L	Q4025L
126	21	Q4124L	Q4125L
127	22	Q4027L	Q4030L
128	23	Q4127L	Q4130L
129	24	Q4032L	Q4033L
130	25	Q4132L	Q4133L
131	26	Q4035L	Q4036L
132	27	E026220Q4135L	E127480Q4136L
133	28	E025030Q4040L	E121140Q4041L
134	29	E015160Q4140L	E100180Q4141L
135	30	E012410Q4043L	E101010Q4044L
136	31	E015160Q4143L	E100180Q4144L
137	32	E012410Q4046L	E101010Q4047L
138	33	Q4146L	Q4147L
139	34	Q4051L	Q4052L
140	35	Q4151L	Q4152L
141	36	Q4054L	Q4055L
142	37	Q4154L	Q4155L
143	38	Q4057L	Q4060L
144	39	Q4157L	Q4160L
145	40	Q4062L	Q4063L
146	41	Q4162L	Q4163L

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156 MISSION IDENT BX6716

157 -FLIGHT DATA FOR INS PACKAGE-

	DESTINATION	INPUT
158		
159	00	E026210Q4066L E127460Q4067L
160	01	E024190Q4166L E125580Q4167L
161	02	E022400Q4071L E124300Q4072L
162	03	E019000Q4171L E119000Q4172L
163	04	E015040Q4074L E109100Q4075L
164	05	E018540Q4174L E108280Q4175L
165	06	E023140Q4077L E104270Q4000L
166	07	E017000Q4177L E099400Q4100L
167	08	E014150Q4002L E099400Q4003L
168	09	E011265Q4102L E106184Q4103L
169	10	E013049Q4005L E107376Q4006L
170	11	E015180Q4105L E105430Q4106L
171	12	E021582Q4010L E105394Q4011L
172	13	E022333Q4110L E103397Q4111L
173	14	E017000Q4013L E099400Q4014L
174	15	E014150Q4113L E099400Q4114L
175	16	E015040Q4016L E109100Q4017L
176	17	E020090Q4116L E108130Q4117L
177	18	E023270Q4021L E105050Q4022L
178	19	E017000Q4121L E099400Q4122L
179	20	E014150Q4024L E099400Q4025L
180	21	E017350Q4124L E107290Q4125L
181	22	E017100Q4027L E112390Q4030L
182	23	E019130Q4127L E120000Q4130L
183	24	E026220Q4032L E127480Q4033L
184	25	Q4132L Q4133L
185	26	Q4035L Q4036L
186	27	E026220Q4135L E127480Q4136L
187	28	E025030Q4040L E121140Q4041L
188	29	E020090Q4140L E108130Q4141L
189	30	E023270Q4043L E105050Q4044L
190	31	E017200Q4143L E099550Q4144L
191	32	E017570Q4046L E108370Q4047L
192	33	E023140Q4146L E103430Q4147L
193	34	E017200Q4051L E099550Q4052L
194	35	E015160Q4151L E100180Q4152L
195	36	E012410Q4054L E101010Q4055L
196	37	E015180Q4154L E105430Q4155L
197	38	E127460Q4057L E000000Q4060L
198	39	E125580Q4157L E000000Q4160L
199	40	E124300Q4062L E000000Q4063L
200	41	E119000Q4162L E000000Q4163L
201	42	E109100Q4065L E000000Q4066L
202	43	E108280Q4165L E000000Q4166L
203	44	Q4070L Q4071L

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	ARCP (COORD)	TRUE COURSE PRIOR AFTER	ARCT (ZULU)	ON-LOAD (POUNDS)	MOR TO CONTINUE	AT MISSED AR GRD DIST-	ALTERNATE/DESTINATION- AIR DIST-	FUEL RMNG
145								
146								
147	AR-RTE A	2419N	218	235	0400Z	33600	25249	396
148		12558E						396
149	AR-RTE P	1700N	216	113	0533Z	57640	44466	2026
150		09940E						1974
151	AR-RTE R	1700N	216	084	0701Z	52745	38583	1684
152		09940E						1682
153	AR-RTE S	2622N	046	066	1008Z	51742	39807	1834
154		12748E						1905
155	RTE S							19435

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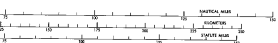
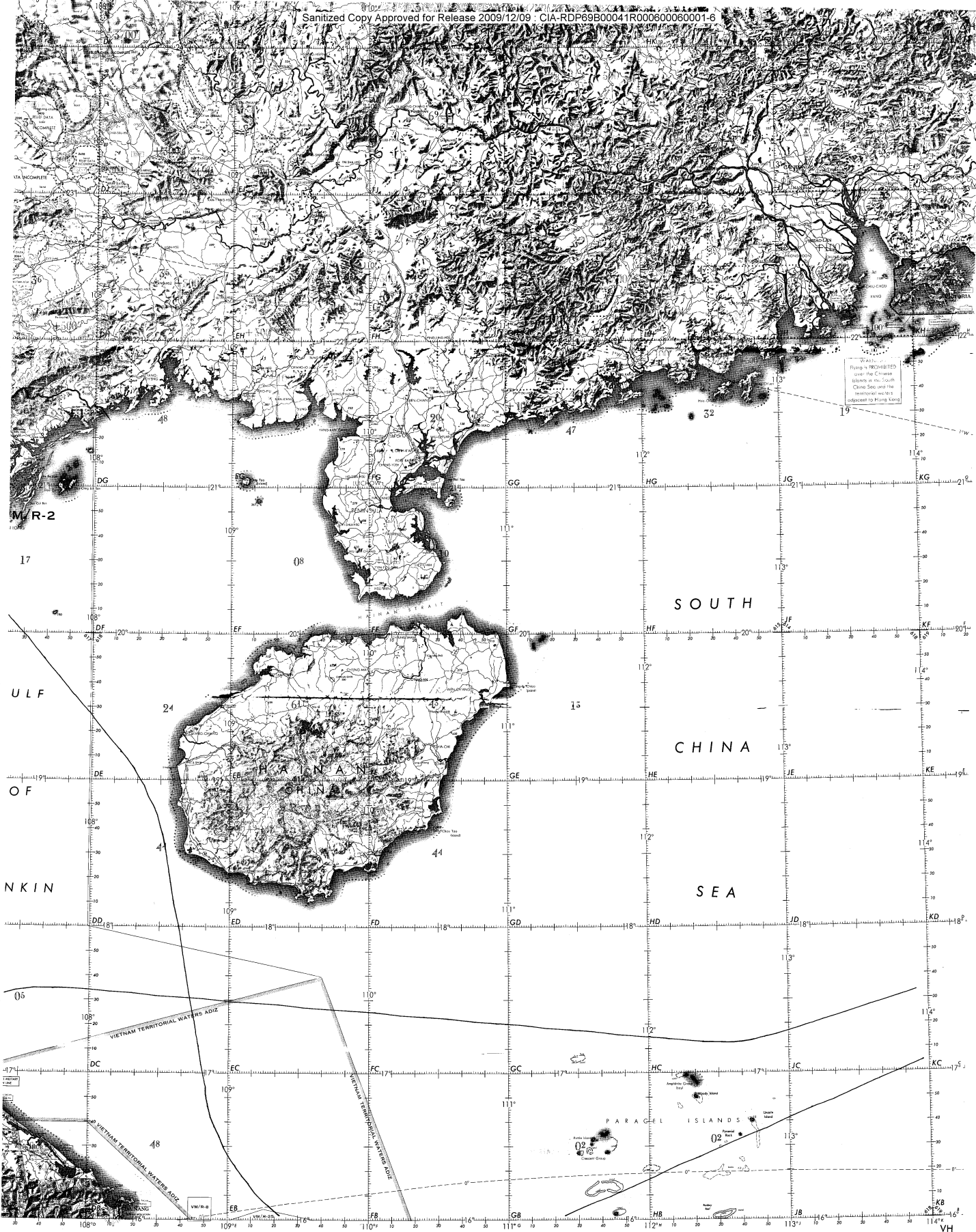
TO UTAPAO
UTAPAO TAC
END AR
ST CC

START DS L
75KADENA TACN

YA1620109940E E300 .85CC 300 470
YB 1241N10101E .88DS 29 300 7750 123
QJ1620109940E1415N09940E300300 .80AR 200 22500
SA 1735N10729E 3.10CC 300 60 B
SB 1710N11239E 3.10CC 300 60 B
SC 1913N12000E 3.10CC 300 60 B
SD 2622N12748E 2001.76D5220 300 1315
SE
SF
9

30A0667	EX671A31A06670240	30-010570055700	BS	CANNED	RTE	TWENTY	B	L34397
8	FLIGHT PLAN FOR PRIMARY AIRCRAFT.							
8	THIS ROUTE USES SURE HIT AND STEEL							
2669	AA2621N12746E	E001300	.65CL	90	200	7500		
AA	2419N12558E	300300	.77CR		300			
AB	2346N12532E	300300	.80AR		300	1170		
AC		E300	.85CC		200			
XA	2622N12748E	200	.88DS	29	100	470		
XB		E300	.85CC		300			
YA	2503N12114E	200	.88DS	29	100	470		
YB	AD2346N12532E	2240N12430E	300300	.80AR	200	5500	123	
AD		E300	1.84CL	327	400	22500		
PA	1900N11900E		3.10CC		300	60	B	
PB	1504N10910E		3.10CC		300	60	B	
PC	1710N10847E		3.10CC		300	60		
PD	YA1710N10847E	2009N10813E	3.10CC		300	60	B	
YA		E	3.10CC		300	60	B	
YB	2327N10505E		3.10CC		300	60		
YC		E	3.10CC		300	60		
YD	1720N09955E	2901.92DS	205		300	1145		
YD	XA1710N10847E	1757N10837E	3.10CC		300	60	B	
XB		E	3.10CC		300	60	B	
XC		E	3.10CC		300	60		
XD	1720N09955E	2901.92DS	205		300	1145		
PE	1710N10847E	1854N10828E	3.10CC		300	60		
PF		E	3.10CC		300	60	B	
PG		E	3.10CC		300	60		
PH	1720N09955E	2901.92DS	205		300	1145		
PI	1700N09940E	290300	.88CH		100	500		
PJ	1620N09940E	300300	.80AR		200	1170		
XA		E300	.85CC		300			
XB	1516N10018E	200	.88DS	29	100	470		
XB		E300	.85CC		300			
YA	1620N09940E	1241N10101E	.88DS	29	300	470		
YB		E	.80AR		200	7750	123	
PK	1620N09940E	1415N09940E	300300		200	22500		
RA		E300	1.84CL	327	400			
RB	1152N10520E		3.10CC		300	60	L	
RC	1433N10627E		3.10CC		300	60	B	
YA	1433N10627E	1518N10543E	3.10CC		300	60	L	
YB		E	3.10CC		300	60		
YC	2022N10136E		3.10CC		300	60		
YD	1720N09955E	2901.92DS			300	1145		
RD	1433N10627E	1518N10543E	3.10CC		300	60	B	
RE		E	3.10CC		300	60	L	
RF	2100N10540E		3.10CC		300	60		
RG	1720N09955E	2901.92DS			300	1145		
RH	1700N09940E	290300	.88CH	20	100	500		
RI	1620N09940E	300300	.80AR		200	1170		
XA		E300	.85CC		300			

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ELEVATIONS IN FEET

Notes: This map is the latest of the series of maps showing the coastline, rivers and waterways, and the location of the major cities in the South China Sea. It is based on the latest available information and is subject to change without notice.

Symbol	Description
—	Coastline
—	Boundary
—	Waterway
—	Road
—	Railroad
—	Power line
—	Telegraph line
—	Telephone line
—	Gas line
—	Water supply line
—	Drainage line
—	Other line

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